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The Daily Press.

HONGKONG, MARCH 6TH, 1914.

NAVAL affairs in almost any part of the
world always possess a peculiar interest of
their own in view of the necessity of
maintaining unimpaired Great Britain's
supremacy in this respect, but China has as
yet scarcely succeeded in attracting attention
by her activity in this connection. She
possesses, it is true, a Navy Board, which
from time to time gives some reminder of
its existence, and during the last year or so
its activities have attracted a desultory
interest. One of its early acts was an
investigation of the condition of the fleet,
with the discouraging result that China
was found to have no more than five effective
units on which she could rely in time of
war; later came the news of the Naval
"mission" of Captain CHRISTIAN and other
British officers; and on February 1st of
this year a definite step towards the re-
organization of China's fleet was taken
when the Government formally adopted the
agreement, made by the Manchus
before the Revolution, to purchase from
the Bethlehem Steel Corporation warships
to the value of four million pounds. This
addition to China's fleet (which, the
Republican Government has arranged, is to
take the form of minor vessels instead of
the battleships provided for in Mr. Scowen's
original contract) is scarcely likely to upset
the balance of power in the China seas, and
with China's finances in their present

strained condition, only the most sanguine
of prophets could discover any sign of her
attaining anything approaching the position
of a Naval Power. In a memorandum
on this subject prepared in 1904, Sir
ROBERT HART estimated that the initial
cost of providing China with what he
considered an adequate fleet would be about
£100,000,000 for construction alone, with-
out allowing anything for annual main-
tenance. For this sum, according to his
estimate, China would acquire three quad-
rons, each consisting of ten battleships, ten
cruisers, ten torpedo-destroyers and fifty
torpedo boats, when the total personnel of her
navy would stand at \$1,500. Needless to
say, this programme would not include Dread-
noughts and super-Dreadnoughts, nor,
indeed, anything above the calibre of a
second-class cruiser—the estimated total
complement precludes anything larger—but
in view of the improvements and increased
cost of construction that have come into
being during the last ten years, the hundred
million pounds would scarcely meet the
bill now for these 240 men-of-war. But if
China's prospect of obtaining something
worthy of the name of a navy has to be
indefinitely postponed, her need of a naval
force of some sort is none the less
immediate. Many a long year must pass
before she will be able to build up a navy
that would in any way be either a menace or
a serious consideration to Japan—for, when
China does embark definitely on the competi-
tion in naval armaments, it must always be
with reference to the programme of the Island
Empire that her estimates will be drawn up;
but the present danger on her seas, creeks,
and rivers is not an alien foe, but native
pirates, and operations against these would,
if they were to be lastingly effective, fully
occupy all the time of all the fleet China
is likely to possess for some years, and
would also provide an excellent training
ground for the officers and crews, as well
as keeping the fleet in constant efficiency.

The modification made by the Republican
Government in the contract with the
Bethlehem Steel Corporation—that, instead
of battleships, China should purchase boats
of a lesser rating—would indicate that this
is the present intention of the Navy Board,
and if it is carried out effectively money so
spent in providing the nucleus of a navy
would be quite as much a productive
investment as if the funds were sunk in the
construction of a railway that could never
be useful for other than military purposes;
to say, Kaseu or Ili. The Colony has
had so much experience of the depredations
of the pirates in the Canton delta that
there is no need to elaborate this point, nor
is the Canton delta the only region in
which this plague is rampant—the pirates
of the Chekiang coast, for instance, are
notorious. But if China's naval force must
for the present be content to perform
nothing more dramatic than police work, it
is certain that her ambitions will not be
fulfilled until she has a fleet sufficient to
give weight to her words in the councils of
the nations: whatever fleet she could
build would be an ineffective guarantee
against invasion, with Korea and South
Manchuria in Japan's hands and Mongolia
little more than an appanage of Russia.
However much pacifists may deplore the
fact, the importance of a nation in the
present-day world is rated in proportion
to its naval and military armaments, and
this consideration, it is to be anticipated,
will spur China on to build up, as soon as
funds permit, a navy for which she can
never have any actual use.

H.M.S. *Doris* proceeds to the North
to-day. She is going up to Nanking.

The Chinese cruiser *Chao Ho*, with
Admiral Yeo on board, arrived from
the North yesterday.

The fine new P. & O. intermediate
steamer *Khiva* arrived yesterday on her
maiden trip to China.

Mr. and Mrs. Duncan Clark returned
to the Colony yesterday after an absence
of twelve months at Home.

H.M.S. *Welland* and *Kennett*, which
went to Amoy on the occurrence of the
recent disturbances there, left for Hong-
kong yesterday.

The cinematograph pictures of the races
meeting are to be exhibited to-night and
to-morrow in the open-air, in the grounds
of the Wigwam Lawn Tennis Club Kow-
loon. We direct attention to the adver-
tisement.

Sir Richard Dane, the Associate Salt
Director, left Canton on Tuesday for the
Maritime Customs cruiser *Kazgan* for the
Suijing district, where he will inspect the
salt works in the neighbourhood. While
in Canton Sir Richard interviewed the
Tutuh, who invited him and the Commis-
sioner of Customs to lunch.

Inspector Cameron prosecuted a
Chinese, who was found in the Shaikwan
district, for returning from banishment.
He told Mr. F. A. Hazland that the
man had been banished five times—on
the last occasion, for 20 years. His Wor-
ship ordered him to be confined in
Victoria Gaol for twelve months, and to
be publicly exhibited in the stocks for
four hours.

The *Singapore Free Press* of the 24th
ult. contains a very appreciative article
on the Hongkong University. The con-
cluding observation of the writer is:—
"It should not be forgotten that the
Hongkong University makes a convenient
and accessible centre for advanced study
and professional training for the Chinese
and other Asiatic residents in the Malay
Peninsula, Java, Sumatra, Siam and
Borneo. Indeed, although Calcutta is a
more accessible University for Chinese
students from Rangoon, the social and
national reasons for proceeding to Hong-
kong in preference are strong indeed."

POLICE INSPECTION.

H.E. the Governor inspected the
various sections of the Hongkong Police
Force yesterday afternoon.

The Hon. Mr. Claud Severn, Colonial
Secretary, was also present, and the
Governor was accompanied by his Aide
de-Camp, Capt. Alison.

Mr. McI. Messer, the Captain Superin-
tendent of Police, was in command, and
the other European officers present were:
Deputy Superintendent King, Assistant
Superintendent Sayer, Chief Inspector
Gourlay, Det. Sergt. Pincott and Sergt.
Gerrard.

We regret that owing to pressure on
our space the remarks of H.E. the
Governor have to be held over until
to-morrow.

COMPENSATION FOR AN INJURED
FOOT.

Before Mr. F. A. Hazland at the
Magistracy yesterday, the case came on
for hearing in which a Chinese youth
summoned a compatriot for injuries to
his foot, caused by the defendant's negli-
gence with a truck.

Inspector Dymond suggested that the
defendant should pay a sum as compensa-
tion to the complainant, as it was an
accident.

His Worship asked the defendant what
he was prepared to pay.

Defendant—Oh, a few dollars. Three
or five, your Worship.

Complainant, asked what he was pre-
pared to accept, asked for \$100.
(Laughter.)

His Worship—Oh, nonsense.
Inspector Dymond said that \$10 should
meet the case, and this was ordered to be
paid to the complainant.

INDIAN CONSTABLE AND THE
WHITEWASH.

"A VERY POOR JOKE."

An Indian constable prosecuted a
Chinese painter at the Magistracy yester-
day for damaging his uniform.

According to the constable's story the
defendant, who was limewashing a wall,
suddenly swished a lot of whitewash over
him from a brush, covering him all over.
He turned round to arrest the man, when
he swished another lot over him.

The defendant alleged that the con-
stable was teasing a Hakka woman, and
when he (defendant) remonstrated with
him he threw a stone at him.

The Indian constable denied this and
said there was no woman about at the
time. He could only suggest as a motive
that defendant plastered him out of
mischief.

Inspector Dymond told his Worship
that the constable came to the station in
a deplorable mess. His puggaree, hair,
and uniform were covered with wash.
This was a most unusual thing, and he
thought the man intended to throw the
wash at the constable from behind first,
thinking that he might not notice it, and
became a "laughing-stock." The man
said nothing about a Hakka woman at
the station when asked his reason for
throwing the stuff.

His Worship—I think it was a joke,
but it was rather a poor joke.

Defendant was fined \$15, or a month.

CRICKET.

C.S.C.C. v. UNIVERSITY.

This friendly match will be played on
the Civil Service ground to-morrow. C.S.
team—R. E. O. Bird (Captain), E. W.
Hamilton, C. Sara, C. J. Higginbotham,
Hon. Mr. Claud Severn, A. Foster, J.
Mackay, A. O. Brown, A. E. Wood, W.
H. Edmonds, and E. W. Dawson.

The following have been selected to re-
present Kowloon in their 1st XI League
fixture against Craigengower O.C. on
Saturday, commencing at 2 p.m.:—J. P.
Robinson, K. R. Macaskill, F. J. deRome,
W. Kay, J. H. Mead, W. T. Elson, W.
L. Weaver, B. D. Evans, A. R. F. Raven,
F. Sutton, and Dr. O. Forsyth.

TELEGRAMS.

[("DAILY PRESS" EXCLUSIVE SERVICE.)]

THE JAPANESE NAVAL SCANDAL.

TOKIO, March 5th.

The investigation into the naval scandal
has not yet been concluded.

MR. POOLEY STILL IN GAOL.

TOKIO, March 5th.

Mr. Pooley is still in gaol; the question
of bail being uncertain.

OBITUARY.

TOKIO, March 5th.

The death is announced of Baron
Matenda, Minister of Justice.

[The late Baron began politics under
Itagaki. He was in the Okuma-Itagaki
Coalition Ministry, in 1898 he was Minister
of Finance and was in the 1st Ministry of
1900-01. He was also Minister of Educa-
tion, and President of the Lower House from
March, 1904, until January, 1908, when he
entered the Cabinet and the Justice Office
at Tokio.]

[THROUGH REUTER'S AGENCY.]

THE SUNKEN SUBMARINE.

MEMORIAL SERVICE TO BE HELD TO-DAY.

LONDON, March 5th.

The funeral service for the victims of
the sunken submarine 47 takes place on
board the parent submarine ship *Forth*
to-day, over the spot in Whitland Bay
where the submarine rests. Vice-Admiral
Sir John Jellicoe and the Rt. Hon. Sir F.
J. S. Hopwood will be on board the
Admiralty launch, *Enchantress*, represent-
ing the Admiralty. The *Forth*, with a
convoy of submarines, will be moored over
the scene of the disaster and be encircled
by three rows of battleships. Simultane-
ously, a memorial service will be held in
the barracks at Keyham.

THE RULER OF ALBANIA.

A DIFFICULT POSITION.

LONDON, March 5th.

The Prince of Weid and his Consort
embark at Trieste to-day for Durazzo,
escorted by an international fleet.

The difficulties awaiting the new
Sovereign are evidenced by the spread of
the revolt in the Epirus and the outbreak
of intertribal fighting among Albanians,
while a Cetinje telegram reports that the
Mahomedans at Scutari have decided
not to send a deputation to greet the
Prince.

THE MILITARY COMMAND IN
SOUTH AFRICA.

LONDON, March 5th.

Mr. Harcourt, Secretary of State for the
Colonies, replying to a question in the
House of Commons, said that Lieutenant-
General Sir James Wolfe Murray would
shortly take over the command of the
Imperial troops in South Africa.

Lieutenant-General Sir Reginald Hart
has been promoted to be a full General.

TROUBLOUS MEXICO.

NOGALES, March 5th.

The Government gunboats, *Morales* and
Guerrero attacked the rebel gunboat at
Tampico in the harbour of Topolobampo,
the result being ineffective. The Federal
gunboats withdrew undamaged.

BRITISH MINISTER SAILS FOR ENGLAND.

NEW YORK, March 5th.

Sir Lionel Carden, the British Minister
at Mexico, has sailed for England.

ROYAL VISIT TO THE Y.M.C.A. IN
LONDON.

LONDON, March 5th.

Their Majesties the King and Queen
visited the headquarters of the Young
Men's Christian Association in London
and stayed an hour.

BRITISH COLUMBIA AND ASIATIC
IMMIGRATION.

ROYAL COMMISSION RECOMMENDS TOTAL
EXCLUSION.

VICTORIA, B.C., March 5th.

The Royal Commission recommends the
total exclusion of Asiatics owing to the
impossibility of their absorption, even
though they become Canadian citizens.

JAPANESE MINISTER AND
FRENCH PRESIDENT.

PARIS, March 5th.

The Japanese Ambassador has entertain-
ed President Poincaré at dinner. MM.
Doumergue, Caillaux, Monies and Lebun
were among the guests.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

RUSSIA'S ALLEGED WARLIKE
ATTITUDE TOWARDS GERMANY.

"AN ABSOLUTE INVENTION."

LONDON, March 5th.

An article has appeared in the
Koelnische Zeitung denouncing the new
Russian Cabinet as anti-German and
asserting that immense new armaments
are directed against Germany. Although
the semi-official inspiration of the article
is disclaimed, it is considered that it
foreshadows fresh Naval and Military
demands.

ST. PETERSBURG, March 5th.

The Ministry of Finance declares that
the report in the *Koelnische Zeitung* of
Russian war preparations on the Western
frontier has caused uneasiness on the
Paris bourse, affecting Russian securities,
while the St. Petersburg bourse yesterday
was in a state of "extreme consterna-
tion." The Ministry declares the report
to be an absolute invention.

THE ARREST OF A MISSIONARY.

PORTUGUESE GOVERNOR SAYS IT WAS
JUSTIFIED.

LONDON, March 5th.

The Portuguese Acting Governor at
San Salvador, Congo, justifies the arrest
of the Rev. Mr. Bowskill by alleging that
he acted as the leader of the revolt of the
disaffected natives and allowed the
mission station to be used as a base for
the siege of a Portuguese fort.

At a meeting of the Committee of the
Anti-Slavery Society in London yesterday,
it was declared that the arrest was due
to a Portuguese attempt to impress 1,500
labourers for the cocoa plantations, and a
resolution was passed calling upon the
British Government to insist upon a
searching inquiry and to demand the
instant release of Mr. Bowskill.

THE BENTON AFFAIR.

EL PASO, March 5th.

General Carranza has appointed his
own Commission of three members to
investigate the circumstances attending
the shooting of Mr. Benton.

FAILURE OF AUSTRALIAN
BUTCHERS' STRIKE.

SYDNEY, March 5th.

In view of the firm attitude of the
Government, the meat strikers are resum-
ing on the old conditions.

STRIKE OF MESSENGERIES
MARITIMES OFFICERS.

SHIPS HELD UP AT MARSEILLES.

MARSEILLES, March 5th.

Fifteen steamers, running to Egypt,
Black Sea ports, Madagascar and the
Far East, are held up owing to a strike
of officers and mechanics of the Messa-
geries Maritimes.

BIG STRIKE AT A RUSSIAN ARMS
FACTORY.

AND A GRUESOME TRAGEDY.

ST. PETERSBURG, March 5th.

Fifteen thousand men have "downed
tools" at the Putiloff Arms Factory as a
protest against being ordered to partici-
pate in the celebration of the emancipa-
tion of the serfs.

A foreman killed Captain Stahl, who
had command of a section of the works,
with a crow-bar and then jumped into the
electrical machinery, his body being
dreadfully mangled.

RUSSIA'S COMMERCIAL
RELATIONS.

MOVEMENT FOR LIBERATION FROM ECONOMIC
DEPENDENCE ON GERMANY.

KIEFF, March 5th.

A Congress of Russian exporters passed
a resolution urging that Russia should be
liberated from her economic dependence
on Germany, and suggesting the develop-
ment of commercial relations with Great
Britain, Italy, and other nations.

BRITISH POLITICS.

NO ELECTION THIS YEAR.

LONDON, March 5th.

The *Daily Chronicle* affirms that the
Government has no intention of going to
the country this year.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

HOME RULE CONCESSIONS.

A FORECAST.

LONDON, March 5th.

The *Westminster Gazette*, a Liberal
organ, gives prominence to a forecast
of Mr. Asquith's Home Rule conces-
sions, and says that the Nationalists
are prepared to accept a provisional
arrangement giving the Orange counties
temporary option. They will not, how-
ever, accept permanent dismemberment
from Ireland. The journal adds that
the Liberals will not yield to threats,
and that the Bill will be passed whether
the concessions are accepted or not. It
predicts that the concessions will be so
generous that it would be impossible for
the Opposition to advise a policy of
resistance.

A full Cabinet deliberated upon the
position yesterday.

Lord Stamfordham, the King's Private
Secretary, visited Downing Street while
the Cabinet was sitting. He waited until
the Cabinet rose to see Mr. Asquith.

The Unionist papers state that the visit
was connected with the Government's pro-
posals regarding Ulster.

SOUTH AFRICAN LABOUR
TROUBLES.

A POSSIBILITY.

CAPETOWN, March 5th.

During the Committee debate in
the Assembly, on the Indemnity
Bill, the Labourites strenuously opposed
the inclusion of the names of the
deportees in the banishment clause.
When Bain's name came up, Mr.
Andrews, a Labour member, hinted that
he had received information that there is
a possibility of the workers in Great
Britain refusing to handle South African
products, like fruit and wood.

TWO HOURS' FIGHT AT A LABOUR
MEETING.

LONDON, March 5th.

Mr. Ramsay MacDonald, while address-
ing a Labour meeting in Farringdon
Street, was violently interrupted through-
out his speech by Suffragettes and
advanced Socialists. When the latter
were removed by female stewards, a two
hours' fight ensued, chairs and windows
being broken. No arrests were made.

THE DAVIS CUP.

NEW YORK, March 5th.

The matches for the Davis Cup have
been fixed for August 13th, 14th and 15th,
but it has not yet been decided where they
shall take place.

THE IMPERIAL ANTARCTIC
EXPEDITION.

LONDON, March 5th.

The Government has granted £10,000 to
the Shackleton Imperial Antarctic
Expedition.

THE DERBY BETTING.

LONDON, March 5th.

The betting on the Derby is 4 to 1
against The Tetrarch.

SWEDISH POLITICS.

STOCKHOLM, March 5th.

The Riksdag has dissolved and the
elections will probably take place in
April.

PANAMA TOLLS.

WASHINGTON, March 5th.

President Wilson addresses the joint
Houses to-night, advocating the repeal of
the exemption clause in the Panama Tolls
Act.

THE RISING IN SOUTH PERSIA.

BUSHIRE, March 5th.

The gendarmes have re-occupied
Kazerun, and it is reported that the
tribesmen are fleeing.

SUCCESSFUL RAID ON A CHINESE
CLUB.

Detective-Sergt. Wills and a number of
detectives raided No. 237, Hollywood
Road on Wednesday night on a gambling
warrant. The premises are used as a
Chinese Club, and when the police got
there they found the door locked and
bolted. It was only with great difficulty
that entrance could be effected, the
great finding it necessary to break open the
spy-hole to get at the bolts. Nine men
were arrested, and were charged before
Mr. Wood at the Magistracy yesterday
with being in a common gaming house,
and with obstructing the police in the
execution of their duty. The case was
remanded, bail being allowed at £20 each.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD"
SERVICE.]
CHINA SERVICE.

THE PRODUCTION OF OIL.

JAPANESE PROTEST AGAINST THE STANDARD
OIL CONCESSION.

PEKING, March 3rd.

Hsiung Hsi Ling has been entrusted with the supervision of the Chinese oil production.

The *Manchurian Daily News* reports that the Japanese Minister has protested against the conclusion of the agreement with the Standard Oil Co.

THE SALT ADMINISTRATION.

PEKING, March 5th.

A Presidential mandate notifies that any new Ordinances regarding the produce of salt require the Government's sanction.

COMPULSORY EDUCATION.

PEKING, March 5th.

The new Minister of Commerce contemplates the early introduction of compulsory schooling for boys.

ALLEGED POISONING OF A MINISTER.

PEKING, March 5th.

One of the cooks of the late Chao Ping-chuen has been arrested on suspicion of having poisoned him. The secret police are on the track of others.

EUROPEAN SERVICE.

GERMANY'S COMMERCIAL
TREATIES.

BERLIN, March 4th.

The German Minister of Commerce, H.E. v. Sydow, informed the Chamber that the renunciation of the treaties of commerce would be promulgated. The preliminary work had been furthered to such a state that Germany could, in time, look forward to the changed situation. The Government would adhere to the policy followed hitherto as regards duties and foreign trade relations, and care had been taken to institute new measures towards the consolidation of trade and agriculture, if required.

GREAT BRITAIN AND MEXICO.

LONDON, March 4th.

Sir Edward Grey declared in the House of Commons that Great Britain would thankfully accept all measures that the Government of the United States would take for the re-establishment of order in Mexico, but would not request them, as this would imply the responsibility of the United States for the conditions prevailing. Great Britain, on the other hand, reserved to herself the right of demanding satisfaction for the murder of Mr. Benton, as soon as a suitable opportunity offered for pressing the matter.

These remarks evoked applause, as it is accepted as reducing the Monroe doctrine. Sir Edward Grey added that Great Britain was powerless to act at present. A punitive expedition was unthinkable.

CHARTERED BANK OF INDIA,
AUSTRALIA & CHINA.

At the approaching annual general meeting of shareholders the directors will recommend that a dividend be declared for the past half-year at the rate of 14 per cent. per annum (making 14 per cent. for the year), and a bonus of 12s. per share free of income tax, that £100,000 be added to the reserve fund, that £10,000 be added to officers' superannuation fund, that £25,000 be written off premises account, and that £120,253 11s. 9d. be carried forward as undivided profits.

CLOSE DEALING.

At the Magistracy yesterday, before Mr. Wood, a Chinese was charged by Inspector P. O'Sullivan with obtaining 288 pigeons, valued at \$47.20, by false pretences. Complainant told his Worship that the defendant came on board the *Kwang Lee*, and "bought" the birds from him for \$47.20, telling him that he belonged to a certain stall in the Central Market, where he promised to pay the complainant. The latter went there, and found that the defendant did not belong to the stall at all, and he failed to get the money. The police eventually recovered the pigeons in Li Sing Street. Complainant said that the price of the pigeons was "3 for a dollar." (Laughter.) The case was adjourned.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE, SIR Wm. RES
DAVIES, K.C.

CLAIM FOR \$85,000.

The hearing was resumed of the action in which the plaintiffs, the Great Eastern Smelting and Refining Company of San Francisco, claimed from the defendant, T. P. Marques, of Macao, \$85,452, being the balance due under a guarantee for the payment of \$200,000 given by the defendant that Messrs. Arndt & Co., Hongkong, would repay a loan to this amount.

Mr. E. H. Sharp, K.C., and Mr. Eldon Potter, instructed by Mr. Beavis, of Messrs. Wilkinson & Grist, appeared for plaintiffs, and Mr. H. E. Pollock, K.C., and Mr. F. C. Jenkin, instructed by Mr. Leo D'Almada, was for the defendant.

Continuing, Mr. Sharp referred to the liability of Mr. Marques, under the contract as guarantor. That liability, he said, was never specifically discussed, although the recognition of the liability was discussed at several meetings. It should not be misunderstood that Mr. Marques had always treated his contract as still in force. No repudiation had ever been made by him or on his behalf.

Mr. Potter, a representative of the plaintiff firm, in the course of his replies to Mr. Potter, said he heard of the contract between the Kwangtung Government and one Wong Sam Sun. This he heard from Arndt, and he knew very well that Arndt's were not recognised by the Chinese Government, for they had told him that the Chinese Government would, under no circumstances, deal direct with foreigners. His (witness') firm was called to the effect that Messrs. Arndt were good, and he himself was favourably impressed with Arndt at the time. However, before he paid over the money to Arndt he made some inquiries at the banks. Arndt having previously told him that the Kwangtung Government required \$200,000 as security for the carrying out of the contract, in Hongkong currency. That was in agreement with the cable which was sent to his Company. After the money had been paid over a notice appeared in a Chinese paper saying that the contract with the Man Sang Company, the company which Wong had referred to throughout the case, had been dissolved. Witness then heard from Arndt of the refund of \$85,000 to Li in Arndt's office, that information being subsequently confirmed by a letter, and he had no reason to doubt that. As far as he knew, Mr. Marques had no property in Hongkong, and witness then quite naturally wanted a bank guarantee. He communicated this to Arndt, and a man who had been introduced named Souza, saying that his firm required a bank guarantee rather than Mr. Marques' personal guarantee.

Souza, he explained, was the man who introduced Mr. Marques into the transaction. Witness subsequently learned that he first heard of Arndt's alleged dishonesty about the end of November or the beginning of December. He then learned of the difference in currency in regard to the payment of \$200,000; that Arndt had, in fact, paid the \$200,000 over in Canton currency, whereas witness had paid the money over to him in Hongkong currency, and the difference was considerable. He had endeavoured to see Arndt on the matter, but he was too ill to see him, and subsequently disappeared. Witness called upon the German Consul, told him of his troubles, and asked him for advice. Witness also asked him to see Arndt and endeavour to bring things right; to intercede on his behalf. The German Consul had issued a warrant for the arrest of Arndt, but he had not been seen since.

Mr. Potter here remarked that there was a rumour that he had shot himself, but he did not know if that was true. Mr. Pollock—There have been all kinds of rumours.

The hearing was adjourned.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (PUISSE
JUDGE).

QUESTION OF LAW.

Wing Tai Loy firm v. Burne & Reif. The claim was for \$137.80, being the amount of damage sustained by the plaintiffs by reason of the failure on the part of the defendants to deliver to plaintiffs two cases of elastic web, being the balance of three cases sold to the plaintiffs by the defendants, under a contract dated February 26th, 1913.

Mr. R. C. Faithfull was for plaintiffs, and Mr. Lewis (Messrs. Johnson, Stokes & Master) defended.

At the outset Mr. Lewis said there was a preliminary point he would like to take which might possibly dispose of the case.

Mr. Faithfull objected to the point, being argued. It had been waived when Mr. Lewis had asked for a day to be fixed. Mr. Lewis said that he had asked for a day to be fixed, but the point of law had never been raised. He admitted liability in respect to two cases, but subject to the preliminary point. The money had been paid into Court.

Mr. Faithfull expressed the opinion that his clients should not be in the Court at all if the debt was admitted. They had no right to be there, and the position had now become a farcical one.

Mr. Lewis submitted that there was a good deal of common ground in the case. Mr. Faithfull asked if Mr. Lewis was right in dealing with the point of law. Mr. Honour said he would hear Mr. Lewis, but would reserve his opinion until the case had been heard.

Mr. Lewis then referred to the following words in the contract:—"Any dispute in connection with this contract, such questions shall be settled by reference to two qualified merchants." Under that clause he submitted that the matter in dispute should be settled by arbitration. Mr. Lewis quoted cases on this point, and subsequently.

His Honour held that the objection was good, but he would go on with the hearing and consider it later.

Evidence was then called and the hearing was adjourned on other points of law arising.

THE CHUNG SAU NAM CASE.

ANOTHER APPEAL BY SIR FRANCIS PIGGOTT.

At the Full Court yesterday, Sir Francis Piggott made an application for special leave to appeal to the Privy Council in connection with the decision of the Full Court in the Chung Sau Nam case. He also applied for stay of execution, pending the appeal.

At the outset of his remarks Sir Francis called attention to section 2 of the new rules for appeals to Privy Council, and said that he appealed under that section in connection with the extradition of Chung Sau Nam. The section laid it down that an appeal could be made where the question involved was of great general and public importance. That case, he contended, came under that category. The petition had been filed and it had been supported by affidavit. The form of the petition had been adopted according to the form recently used; it set out a resumé of the arguments, and a resumé of the decision of the Court on the point, and it also ventured to suggest that decisions of the Court on certain points were not accurate in law or in fact. Sir Francis was about to refer to the "Council retained by the Chinese Government," when—

The Chief Justice intimated that they did not, and never had, recognised the Chinese Government in connection with the matter. He also called Sir Francis' attention to two paragraphs in the petition which neither his learned brother nor himself could assent to. They wished it to be borne in mind that they did not know anything about it. Chinese Government in the matter at all.

An argument ensued on this point, and Sir Francis eventually remarked that he would represent the view he took of that matter to the Privy Council. He merely desired to inform his learned friends of his intention in that direction.

The Chief Justice asked Counsel to confine himself to his appeal, and also asked him to delete, or alter, the two paragraphs which he had called attention to in the petition.

The Attorney-General interrupted with regard to the point raised by Sir Francis, that Counsel on the other side was retained, and that the retaining fees had been paid, by the Chinese Government. The Counsel who had appeared on the other side had appeared for the Crown, and where a solicitor had assisted the Crown Solicitor it had been at the request of the Crown Solicitor. His friend should know that it was a very common practice, not perhaps so much there as in other countries, for the Attorney-General to be assisted by other Counsel. Even in Hongkong there were cases where it was impossible for the Attorney-General to appear in person, and it was a common practice for Counsel to appear on his behalf. That matter did not seem to him to have the slightest bearing on the question at all.

Sir Francis Piggott then proceeded to deal with the interpretation of the Order in Council, and the "Council retained by the Privy Council relating only to civil suits of action. He also referred to the Ibrahim case, and went on to submit that extradition cases were always of great importance, and when they came under *habeas corpus* they had the decision of a Civil Court, although it was a criminal matter. The question which had to go to Privy Council was the judgment on the Court on the writ of *habeas corpus*. Under the new rules which were drafted in 1909, the jurisdiction of the Court in the previous cases bearing on such cases was denied. Under the old law only the Privy Council could give the special leave to apply, but now that Court, he submitted, could give the special leave, and he asked for that.

The Chief Justice—You put it as high as this, that if this Court gives leave to appeal, the Privy Council is bound to hear it; there is no other application? Sir Francis—Precisely so. He added that supposing that Court did not consider the case of great public importance he would then ask that judgment should be stayed pending the appeal.

The Attorney-General made a somewhat lengthy statement as to rulings in connection with these cases by other countries, prefacing this by remarking that assuming that his friend intended to appeal direct to Privy Council, he would give an undertaking that no steps should be taken to surrender the fugitive to the Chinese authorities until an opportunity had been given to make the appeal. He also stated that he did not appear there to enter into any frictions comment of their Lordships' judgment. He would merely rely, as far as possible, on the rules in connection with such cases. He thought that it was fairly clear that *habeas corpus* of that nature was a criminal procedure. He then proceeded to deal with what he described as the general and the local aspect of the case, and the rulings, and remarked that up to 1909 criminal cases had undoubtedly been treated as the prerogative right of the Privy Council; that was to say, that any special leave should be taken to the Privy Council. It was also obvious from the rules which had been drafted since 1909 that such appeals should be made direct to Privy Council. It was perhaps a pity that the rules were not made a little more clear and so been beyond the ingenuity of Counsel's argument. However, it was evident from them that that Court was not intended to touch appeals in criminal or quasi-criminal cases, such as *habeas corpus*.

The Chief Justice said that if there had been any doubt in their minds on the question they would have reserved judgment. They were of opinion that they had no power to grant leave to appeal in a criminal matter, and thus they were of the opinion that the special appeal should be applied for to Privy Council. In view of that the Attorney-General had said they also dismissed the application for a stay of execution.

The Attorney-General then announced that, under the circumstances, he would stay the surrender for a period of three or four months.

Sir Francis intimated that the appeal to Privy Council would be made with all speed.

COMPANY MEETING.

HONGKONG AND KOWLOON WHARF
AND GODOWN CO., LTD.

The 27th ordinary annual meeting of shareholders in the above Company was held at the offices of Messrs. Jardine, Matheson & Co., yesterday morning, the Hon. Mr. David Landale presiding. The Directors present were:—Sir Paul Chater, C.M.G., the Hon. Mr. E. Shellim, Messrs. J. W. C. Bonnar, S. H. Dodwell, C. S. Gubbay, H. A. Siebs, H. Schmidt, and C. Landgraf. Among the shareholders present were:—Messrs. F. B. I. Bowley, A. E. Crapnell, C. B. Johnson, James Walker, R. Packham, P. C. Potts, A. Ritchie, J. McCubbin, G. Curry, J. M. da Rocha, H. M. H. Nemaze, M. da Silva, T. W. Robertson, Lau Siu Ki, Captain P. H. Rolfe, and many others, with Mr. W. B. Brown (secretary).

The Secretary having read the notice convening the meeting,

The CHAIRMAN said—Following the usual procedure I propose with your permission to take the report and accounts as read. The year 1913, as will be seen from the report, was one of marked progress for the Company, the increasing demand for wharfage and storage accommodation being the main features of the year's work. To meet this demand your directors have under contemplation the building of a new steamer wharf and godown as soon as the police basin is handed over to us by Government. The increasing length and depth of modern steamers calls for the provision of a wharf of greater length than any of our present ones and necessitates a considerable amount of dredging at our wharves, so that our outlay in the immediate future is likely to be exceptionally heavy. There is under construction a new powerful steam tug to replace the old tug *Kowloon*, which was disposed of at a profit during the time a large number of lighters were laid up owing to the decline in lighter business. In order to pay for these requirements it behoves us to husband our finances, and this explains why your directors do not recommend the payment of a large dividend. Your fleet of lighters suffered heavily during the disastrous typhoon of August and September last owing to the fact that both these visitants approached with little or no warning. The new tug should be the means of getting our craft into shelter quicker on future occasions. One item in the accounts perhaps needs explanation and that is the amount of repairs debited to profit and loss account, which is larger than usual. This is accounted for by the fact that in order to provide for the extra demand for storage space it was imperative to make several alterations and improvements to the godowns. I shall be pleased to answer to the best of my ability any questions you may desire to ask.

Mr. LITCHIE seconded the proposition. The CHAIRMAN—This resolution is before the meeting, and is open to discussion.

Mr. BOWLEY—I should like to ask the following questions:—Are there any mortgages on the Company's land and buildings?

The CHAIRMAN—There are no mortgages on the Company's property. Mr. BOWLEY—Does the item "sundry creditors—\$273,724.36" include only absolute liabilities? or does it also include contingent liabilities? If the latter, what is the amount of such contingent liabilities? and can any and what portion thereof be written back?

The CHAIRMAN—In reply to this question, I will give you the items which make up this amount. The items are:—Star Ferry Co., Ltd., loan, \$115,000; Staff securities, \$33,000; due to compradore for coals hire, \$21,220.20; Police Basin Suspense Account, \$1,96,000; New Office suspense account, \$1,198.94; sundry payments due to staff on leave, \$1,415.63; total, \$117,834.79. The balance of \$95,889.57 is actual sundry creditors, such as returns to constituents, directors' fees, coal, etc.; making up a total of \$273,724.36. In the opinion of your Directors no portion of this amount can be written back at present.

Mr. BOWLEY—Were any additions, internal or external, made to the buildings last year? If so, what amount was for such additions and out of what fund was it paid?

The CHAIRMAN—The cost of erecting the mezzanine floors in sundry godowns came to \$41,967.57, which has been charged to the repairs account. Your directors consider these improvements to our godown hardly of such a permanent nature as to charge their cost to a capital account such as the buildings account, and you must bear in mind that no depreciation has been written off our buildings.

Mr. BOWLEY—Why do the directors propose to increase the rate of writing off the value of lighters from about 6 per cent. to about 12 per cent., and the rate of writing off machinery from about 7 per cent. to about 12 per cent. as compared with last year?

The CHAIRMAN—After the 1906 typhoon, in order to carry on our business, we had to buy a number of extra lighters at very high prices. On this account, your directors consider it necessary to provide a greater margin than formerly. As regards our machinery, some of it, such as cranes, etc., is becoming obsolete, and will have to be replaced at no very distant date. The wear and tear of cranes is particularly heavy. It is only in good years such as this that we can make ample provision.

Mr. BOWLEY—Are the launches and lighters of the Company fully insured against marine risks, including fire and tempest?

The CHAIRMAN—The launches and lighters are insured against total loss by typhoon only, to the extent of 50 per cent. of their value. The Insurance Company insist upon our taking one-half of the risk.

Mr. BOWLEY—Are the wharves insured against fire and tempest?

The CHAIRMAN—The wharves are insured against fire to the extent of 50 per cent. of their value, and also against typhoons. We must take the balance, you understand that?

Mr. BOWLEY—Yes, sir.

Mr. BOWLEY then said—I regret to oppose the adoption of the report in its present form. I am very grateful to the Chairman for the very kind way in which he has answered the questions which were put to him. An anonymous writer to the *South China Morning Post*, who claims to be a shareholder of many years' standing, and one who experienced the ill-effects of the 1906 typhoon, suggests that it would be bad business policy to squeeze the last drop of blood out of the Company in the way of dividends. Well, gentlemen, I thoroughly agree with our anonymous friend. I also was a shareholder before the typhoon, and I have nothing but admiration for the extraordinary way in which the Company has recovered from that disaster, thanks, no doubt, to the wise and able guidance of our former Secretary, Mr. Edward Osborne. I do not want to squeeze the last drop of blood out of the Company, but it seems to me that the position of the Company's health is such that a little blood-letting might improve the circulation. Last year the Company made a clear net profit of \$420,000 out of its ordinary legitimate trading, after paying all expenses, including repairs and renewals, and, as the Chairman has just told us, after paying for additions to its buildings, which might have been charged to capital account. The additions to the buildings amounted to \$41,967. The Company is therefore in an extraordinarily strong position, as it owns land and buildings entered in its books at a value of over \$3,000,000, but probably worth twice as much, all of which are free from mortgages and debentures. In addition to this, the Company owns wharves, launches, lighters, machinery, and plant, which have been written down much below their actual value, and yet stand in the books at very nearly \$1,000,000. About \$202,000 has been written off these assets during the last two years, and this year it is proposed to write off \$100,000 more. There is, therefore, in existence an enormous reserve fund which does not appear in the balance-sheet, in addition to the reserves of \$950,000 which do appear in the balance-sheet. The money that is required for development—as the Chairman has told us, for the construction of new wharves and godowns—can easily be raised and charged to the capital account—raised either by overdraft or by the issue of debentures. I do not see why that extraordinary expenditure should be charged to the working profits of this year's accounts. It should be the subject of a loan, which could be paid off gradually in subsequent years. It seems to me unnecessary, therefore, to put \$100,000 to the reserve fund at present. The Company have made a clean profit of 14 per cent. on its capital by legitimate trading. Out of this 14 per cent. the directors propose to pay to the shareholders 7 per cent. only, and to put away the remaining 7 per cent. It seems to me that those shareholders who ask for a bigger share of the profits cannot, in face of the position of the Company, be called either rash or greedy in their demand. I, therefore, ask the directors to recommend, in addition to the dividend of 7 per cent., a bonus of 2 per cent. of the working profits and to reduce the amount written off and to reduce the amount paid to the reserve fund.

The CHAIRMAN—Your directors regret that they are unable to comply with Mr. Bowley's request. As I explained in my speech and in the answers to the questions, it is only in good years, such as this, that ample provision can be made, and it is only by having made such provision in the past that the Company was able to survive the losses incurred from several very severe typhoons. I think that with the expenditure that we have before us, it would not be wise to pay away a large dividend. There was one point to which, perhaps, I might refer. That is that in past years the value of wharves have not been written down to the extent they might have been. Take the average life of a wharf as 20 years—the total value of the wharves ought to be written down at \$253,000, as they stand in the books at \$292,000. To get them really on a sound footing there is another \$39,000 to be written off. In face of that I do not think the shareholders can consider that the directors are writing down the value of the property of the Company to too great an extent. Mr. Bowley also made a point that the market value of the land belonging to the Company is very much more than it stands in our books, but that hardly can be taken into account, as it does not increase our earnings. The market value of the land is only based upon the sales of adjoining property which have taken place, and until we desire to sell the land we should not get any advantage from the increase. I regret that the directors are unable to comply with the request to add a bonus of 2 per cent. to the dividend which they have proposed.

No other questions were asked, and the CHAIRMAN put the motion for the adoption of the report and accounts.

On a show of hands, it was declared carried, several voting against, and a few abstaining from voting.

On the motion of Mr. CRAPNELL, seconded by Captain ROLFE, the Hon. Mr. E. Shellim and Mr. H. Schmidt were re-elected to the board of directors.

The appointment of Mr. Landgraf to the board was confirmed, on the motion of Mr. BOWLEY, seconded by Mr. McCUBBIN.

The auditors (Messrs. F. Maitland and A. O'D. Gourd) were re-elected, at a remuneration of \$350 each, on the motion of Mr. PACKHAM, seconded by Mr. ROBERTSON.

The CHAIRMAN—That is all the business, gentlemen. I thank you for your attendance. Dividend warrants may be had on application on or after Friday, the 6th March.

INTIMATIONS

PUBLIC OPINION



PUTS JOHN HAIG'S WHISKIES

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OF WHISKIES IT IS POSSIBLE TO

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AND

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CHATER ROAD.

[34]

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(ESTABLISHED 1864).

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Flavour, Purity and Maturity Guaranteed

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TO-MORROW NIGHT!

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2 NIGHTS ONLY 2

ADMISSION 50 CENTS.

A Band will be in attendance.

Hongkong, 6th March, 1914. [384]

ON SALE

BUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1913. With Index. Price \$7.50.

In Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 6th March, 1914.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"KHIVA."

Arrived Hongkong on 5th March, 1914, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & BAHRAH.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—

From London, &c., &c., "Palermo."

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 5th March, 1914. [1]

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ RUTEL FRIEDRICH"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godown and/or extra hazardous Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 12th inst. at 9.30 A.M.

All Claims must be presented on or before the 19th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, 5th March, 1914. [3]

NOTICE TO CONSIGNEES.

F.M. S.S. "CHINA,"

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

The above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense. Cargo remaining undelivered MONDAY, 9th Mar., at Noon, will be landed at Consignees' risk and expense.

On Cargo remaining undelivered FRIDAY, 13th inst., at NOON, in addition to landing charges storage charges will be effected.

No Fire Insurance will be collected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown THURSDAY, 12th March, at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 21st Mar., otherwise they will not be recognized.

R. C. MORTON, Agent.

Hongkong, 6th March, 1914. [32]

PUBLIC COMPANIES

THE CHINA FIRE INSURANCE CO., LIMITED.

THE FORTY-FIFTH MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 19th March, 1914, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1913.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, both days inclusive.

By Order of the Board of Directors.
C. PEMBERTON, Secretary.

Hongkong, 26th February, 1914. [355]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIFTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned at 12.30 P.M. on THURSDAY, the 19th March, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, 1914, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 26th February, 1914. [376]

INTIMATIONS

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the Hongkong Hotel on SATURDAY, the 14th March, at 8 o'clock P.M.

Devonians wishing to attend are requested to send their names to the Hon. Secretary, M. S. NORTHCOTE, 5, Queen's Road Central, Hongkong, 26th February, 1914. [348]

SOCIETE DES PULPES ET PAPIERES DU TONKIN.

Limited Company with a Capital of \$600,000. Head Office at Haiphong, Tonkin, 31, Rue J'ules Ferry.

NOTICE.

IN Accordance with a Resolution at the EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS of the SOCIETE DES PULPES ET PAPIERES DU TONKIN, held on the 7th February, 1914, an issue will be made, dating from this day, of:

THREE THOUSAND THREE HUNDRED SHARES of \$50 each, payable half on subscription and half on the 1st July, 1914.

Subscriptions will be received at:

At Haiphong, at the Head Office.

At Hongkong, at the Office of Messrs. LOWE, BINGHAM & MATTHEWS, at the BANQUE DE L'INDO-CHINE.

at the HONGKONG and SHANGHAI BANKING CORPORATION.

at the INTERNATIONAL BANKING CORPORATION.

Holders of old shares have a prior right to subscribe for the issue of Preference Shares.

This right, under pain of forfeiture, must be exercised before the 15th March, 1914.

All the Old Shareholders, subscribing to the Preference Shares, are entitled to at least one Preference Share for four old shares.

The Preference Shares created are entitled, in preference to the old shares, to a first cumulative dividend of 8% (eight per cent.) on the profits.

In addition, after allocating to the old shares and to the Founders' Shares the 6% and 3% on the profits now reserved to them by Art. 44 of the Statutes, the Preference Shares would partake on equal terms with the old shares in the division of 50% of the balance of the profits which might come to the Capital Shares.

In case of the dissolution of the Company, the sum which, because of the insufficiency of the profits, will be necessary to make up, if possible, to the Preference Shares their first dividend of 8% during the duration of the Company.

2° The necessary sum to redeem completely the Capital of the Preference Shares if this redemption has not already been effected.

Pursuant to what may be necessary and for the surplus, reference should be made to the Notice published in accordance with the law of the 20th January, 1907, in the Journal Officiel de l'Indo-Chine.

For the Board of Directors.
The President,
F. BRIFFAUD.

(The foregoing is a translation. The original may be seen on application to Messrs. LOWE, BINGHAM & MATTHEWS.) [366]

NOTICE

WILL Mr. CHARLES H. THOMPSON, who was a Personal Friend of the late Mr. EDWIN BAKER, please communicate with A. E. PORTER, No. 713-15, Pacific Bldg., San Francisco, Cal., on a matter of importance to himself.

Hongkong, 4th March, 1914. [379]

FOR SALE.

A Small BROADWOOD & SONS' UPRIGHT PIANO, in perfect order and condition, for only \$125.00. Also Valuable PLANTS in half-barrels and pots. Owner leaving the Colony. Can be seen at any time by appointment.

Apply to—Care of "Daily Press" Office.
Hongkong, 27th February, 1914. [383]

TO THE MEDICAL PROFESSION

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address—NOMURA HOTEL, 15, 16 and 17, Connaught Road.

Telephone No. 400.
Hongkong, 2nd December, 1913. [388]

INTIMATIONS

LANE, CRAWFORD & Co.

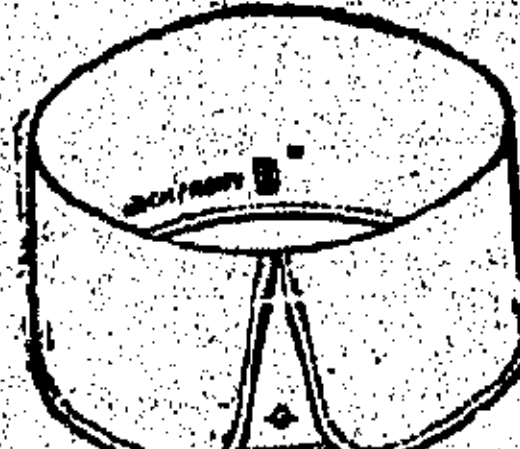
DRESS SHIRTS

\$3.50 each, 6 for \$19.50, and \$5.00 each, 6 for \$27.50

COLLARS

WE STOCK QUARTER SIZES WHICH ENSURE

A PERFECT FIT

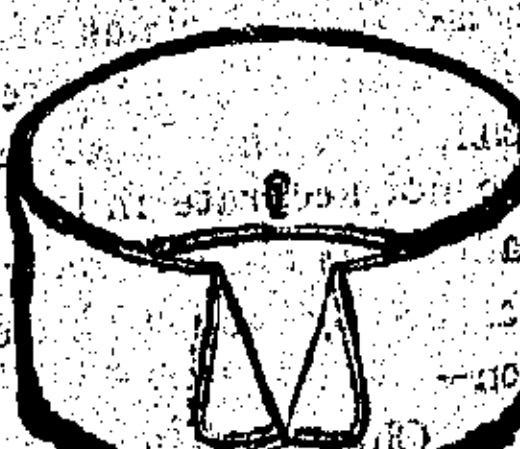


THE "CRAWFORD"

in 14, 14, 2, 2, 2, 2 inches deep.

A variety of Other Styles.

TWO LEADING STYLES.



THE "LANFORD"

in 14, 2, 2, 2, 2 inches deep.

also with square points.

ALL SHAPES

\$4.50 PER DOZEN.

STOCKED IN ALL SIZES, 14 TO 18 INCHES.

LANE, CRAWFORD & CO.



THE NAME STANDS FOR

The Longest History.
The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive Product.

The Largest Selling Organisation of any concern in the Typewriter Business. From every angle and from every point of view the REMINGTON qualities are "Recognized Leader Among Typewriters."

First and Always.
Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY (Incorporated).

SIEMSEN & CO., SOLE AGENTS for

Hongkong, Canton, South China and Formosa. [54]

NOTICES OF FIRMS

NOTICE.

MR. WILLIAM HUTTON POTTS

Retired by Mutual Consent from the Firm on the 31st December, 1913.

We have on this day admitted Mr. EDWARD JOHN CHAPMAN into Partnership.

LINSTEAD & DAVIS. [370]

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE.

FROM This Date or until Further Notice during my Temporary Absence from the Colony Mr. C. H. P. HAY will act as Secretary of the Company.

By Order of the Board.
C. MONTAGUE EDE, Secretary. [371]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM This Date or until Further Notice during my Temporary Absence from the Colony Mr. C. H. P. HAY will act as Secretary of the Society.

By Order of the Board.
C. MONTAGUE EDE, Secretary. [372]

NOTICE.

THE Interest and Responsibility of Mr. FRANK BARKINGTON DEACON in our Firm CEASED on the 3rd April, 1913.

DEACON, LOOKER, DEACON & HASTON.
Hongkong, 26th February, 1914. [346]

NOTICE.

WE HAVE as from Date as under Established Ourselves as Import and Export Merchants and Commission Agents at 49, Pottinger Street.

AHMED HUSEIN & Co.
Hongkong, 26th February, 1914. [382]

WANTED.

FURNISHED ROOM with Board on the Lower Levels.

Apply—"BOARD,"
Care of "Daily Press" Office.
Hongkong, 3rd March, 1914. [378]

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... 7,499,250
Reserve Funds ... 3,480,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy, Kinkiang, Shanghai, Singapore, Batavia, Kobe, Swatow, Canton, Manila, Taichow, Tientsin, Dairen, Nagasaki, Takow, Fookow, Newchwang, Tamsui, Hongkong, New York, Yokohama, Kagi, Osaka, Yokohama, Keelung, San Francisco, Etc.

HONGKONG OFFICE,
3, Des Vaux Road.

Interest allowed on Current Accounts, Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 19th February, 1914. [1272]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Colon, Empress, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,500,000 equal \$21,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED, MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913. [100]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital ... \$12,000,000

Reserve Fund ... \$1,700,000

Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 14th April, 1913. [1494]

THE SPECIE BANK, LIMITED.

Authorized Capital ... Yen 40,000,000

Paid-up Capital ... 30,000,000

Reserve Fund ... 18,550,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:

Antung-Hsin, Liao-Yang, Ryokun, Bombay, London, San Francisco, Calcutta, Los Angeles, Shanghai, Changchun, Lyons, Tientsin, Dairen (Dai), Nagasaki, Hankow, Fungien (Mokden), Newchwang, Tokyo, Harbin, New York, Tsingtau, Honolulu, Osaka, Peking, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 30th September, 1913. [464]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... \$1,500,000

Subscribed ... 1,125,000

Paid-up ... 562,500

Reserve Fund ... 415,000

BANKERS:

BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 5 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. B. LINTON, Manager.

Hongkong, 14th July, 1913. [788]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG and SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 4 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB, Chief Manager.

Hongkong, 1st July, 1911. [16]

TO LET

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon.

Shop with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 43, with Wharf.

WINDSOR LODGE, Kimberley Road, Kowloon, 6 ROOMS and Tennis Court.

No. 3, MINDEN VILLAS, from 1st April.

Apply to—

HUMPHREYS ESTATE & FINANCIAL CO., Ltd.,

Alexandra Buildings, Hongkong, 4th March, 1914. [287]

TO LET.

OFFICES in King's Building.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,

Hongkong, 2nd March, 1914. [56]

TO LET—FURNISHED.

"MODREENAGH," No. 21, East, Chamberlain Road 22.

Wm. & A. Napier & Co.
JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
 UNVARIED FOR OVER
150 YEARS.
 THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
 SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
 and from ALL WINE MERCHANTS.

TRY
 Beecham's Pills, they are just the thing as a
 daily medicine. Nothing to be compared
 with them has yet been put before the
 public. For over half a century this
 medicine has been an easy First Favourite
 in countless households and the name and
 fame of Beecham's Pills have spread all
 over the world. The reason for the
 enormous popularity of this remedy is not
 far to seek. Experience has shown that
 there is nothing better for derangements of
 the stomach and digestive organs generally.
 Taken in accordance with directions.

BEECHAM'S

Pills give quick relief, stimulate the organs
 to healthy action and have a tonic effect
 upon the whole system. If you have not
 tried them and have any doubt as to their
 real value and efficacy, get a box and
 judge for yourself. You will find
 Beecham's Pills a valuable aperient and
 unequalled in regulating the stomach,
 bowels, kidneys and bladder, and restoring
 the powers of digestion. They increase
 the appetite, promote assimilation of food
 and establish good health. No household
 should ever be without a box. Many
 thousands of families have proved the
 value of Beecham's

PILLS

CHAPOTEAUT'S
MORRHUOL

Superior to Emulsions or Cod
 Liver oil.
 Each tiny Morrhual capsule re-
 presents the medicinal value of a
 teaspoonful of oil.
 Recommended at the Paris Acad-
 emy of Medicine, for loss of
 appetite and flesh, to patients with
 consumptive tendencies.
 Sold in bottles of 100 Capsules.
 Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No. 1
 THERAPION No. 2
 THERAPION No. 3

THESE REMEDIES ARE THE ONLY ONES
 WHICH HAVE BEEN EXAMINED AND
 APPROVED BY THE FRENCH GOVERNMENT
 AND THE FRENCH MEDICAL SOCIETY.
 THEY ARE THE ONLY REMEDIES WHICH
 HAVE BEEN EXAMINED AND APPROVED
 BY THE FRENCH GOVERNMENT AND
 THE FRENCH MEDICAL SOCIETY.

THERAPION

INSIST ON HAVING THERAPION.

HONGKONG HANSARD REPORTS
 of the
LEGISLATIVE COUNCIL for the
 Session 1913.
 REVISED BY THE MEMBERS.
 PRICE \$5.
 DAILY PRESS OFFICE.
 Hongkong, 24th February, 1914.

COMPANY REPORT.
CHINA FIRE INSURANCE CO., LTD.

The report is as follows:—
 The directors have now the pleasure to
 submit their annual report and statement
 of the Company's accounts made up to
 the 31st December last.

1912 Account.—This account shows a net
 profit on working of \$341,403.07, which
 sum it is proposed to apportion as
 follows:—
 Dividend of \$7 and bonus of \$3
 per share on 20,000 shares \$200,000.00
 To add to extra reserve fund,
 which will then stand at
 \$877,588.30 136,913.17
 Bonus to office staff 6,389.90
 Balance to office staff 341,403.07

1913 Account.—The balance at
 credit of this account is \$426,277.34

DIRECTORS.
 Mr. F. Lieb resigned his seat on leaving
 the Colony, and Mr. E. Goetz was
 appointed to fill the vacancy, which
 appointment requires the confirmation of
 shareholders. Messrs. J. W. O. Bonnar
 and W. L. Pattenden retire by rotation
 and, being eligible, offer themselves for
 re-election.

AUDITORS.
 Owing to the absence of Mr. W. Hutton
 Petis from the Colony, Mr. C. Bernard
 Brown was appointed to take his place.
 The annexed accounts have been audited
 by Messrs. A. R. Lowe and C. Brown,
 who offer themselves for re-election.
 G. FRIEHLAND, Chairman.

**WORKING ACCOUNT, 1912—ON 31ST
 DECEMBER, 1913.**

Losses and Claims	\$ 325,082.74
Charges	51,841.82
Directors' and Auditors' Fees	8,000.00
Commissions	141,893.80
Exchange	461.44
Amount Written Off Furniture Account	127.70
Balance	341,403.07
	\$868,810.54

Cr.
 Net Premium Received, Less Re-
 turns and Reinsurances \$688,051.20
 Interest and Dividends 180,616.34
 Transfer Fees 143.00
 Balance 868,810.54

**WORKING ACCOUNT, 1913—ON 31ST
 DECEMBER, 1913.**

Losses and Claims	\$236,628.96
Charges	56,941.84
Directors' and Auditors' Fees	8,000.00
Commissions	137,493.70
Exchange	511.24
Amount Written Off Furni- ture Account	120.00
Balance	426,277.34
	\$865,945.08

Cr.
 Net Premium Received, Less Re-
 turns and Reinsurances \$880,037.08
 Interest and Dividends 185,696.00
 Transfer Fees 161.00
 Balance 865,945.08

BALANCE SHEET—31st DECEMBER, 1913.

Capital Account:— 200,000 shares of \$100 each, \$20 per Share paid up	\$ 400,000.00
Reserve Fund Account	1,000,000.00
Extra Reserve Fund Account	877,588.30
Investment Fluctuation Account	32,378.94
Exchange Fluctuation Account	41,823.01
Reinsurance Fund Account	219,715.91
Accounts Payable:— Dividend for 1912 \$200,000.00 Looses Outstanding and Sundries	165,005.18
Working Account, 1913:— Balance at Credit	426,277.34
	\$3,362,788.63

ASSETS.
Cr.
 Cash at Bankers:—
 On Current Account Silver \$ 33,739.31
 On Fixed Deposit Silver 44,229.07
 On Fixed Deposit Silver 523,658.74
 Investments:—
 In Silver Securities 707,762.07
 In Sterling Securities 554,141.94
 Loans on Mortgage 1,211,579.27
 Furniture Account 1,560.00
 Office Furniture, etc. 1,560.00
 Accounts Receivable:
 Premium due from Agencies,
 Interest due on Deposits
 and Investments, etc. 157,004.11
 Balance 3,362,788.63

Sterling Exchange taken at 1s. 11½d.
 E. SHELLIM } Directors.
 G. FRIEHLAND }
 C. PEMBERTON, Secretary.

Auditors' Report:—We report that we
 have examined the accounts of the Com-
 pany, with the books and vouchers in Hong-
 kong and returns received from the various
 Agencies for the year ending 31st December,
 1913. We have also satisfied ourselves as to
 the existence and value of the securities for
 investments, the cash at Bankers and on
 mortgage to the amounts specified. We
 have obtained all the information and
 explanations we have required, and in our
 opinion the above balance sheet, which
 includes the allocation of the 1912 working
 account balance as shown by the directors,
 up to as to exhibit a true and correct view
 of the state of the Company's affairs accord-
 ing to the best of our information and the
 explanations given to us, and as shown by
 the books of the Company.

A. R. LOWE } Chartered
 C. BERNARD BROWN } Accountants.
 Auditors.
 Hongkong, 2nd March, 1914.

**WM. POWELL,
 LTD.**
 TELEPHONE 346.

CABIN TRUNKS
3 PLY VENEER
 COVERED
BROWN, WILLESSEN, CANVAS.
VERY
LIGHT
WEIGHT
UNBREAKABLE.
BEST LEVER LOCKS.

33 inch	36 inch	40 inch
\$24.50	\$28.50	\$32.50

[627]

INDO-CHINA BRICKS, TILES, PIPES
COMPANY, LIMITED.
BEST FIRE BRICKS AND FIRE CLAY
PATENTED ROOFING TILES.
 Guaranteed against Typhoon and Leakage.
MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.
SAMPLES AND FULL PARTICULARS FROM
P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.
ALWAYS IN STOCK. [1049.2]

THE WONDERFUL "MR. WU"
 A PLAY THAT IS DRAWING ALL LONDON.

[BY F. M. CURRAN IN THE "EVENING NEWS."]

A play that draws the town un-
 doubtedly. So much you may say of
 "Mr. Wu."

The Prime Minister, who maintains the
 Gladstonian link between the State and
 the Stage, has been to the Strand Theatre
 to see "Mr. Wu," so have Mr. and Mrs.
 Winston Churchill. Perhaps family
 recommendation explains the fact that
 Lady Randolph Churchill having seen the
 play—the Duchess of Westminster came
 to see it the following evening.

The Portuguese Ambassador, and the
 Grand Duke Michael have also enjoyed
 "Mr. Wu." But still more interesting is
 it to know that two members of the
 Chinese Legation have been to see the play
 —one of the two is married to an English-
 woman—and all enjoyed the performance.

For Mr. Wu can scarcely be said to be a
 flattering portrait of the cultured, Chin-
 amane, indeed, if we had an "entente
 cordiale" with China Mr. Wu would
 hardly assist to cement it.

The vogue of the play may be set down
 to its thrill. It holds the spectator in a
 vice-like grip. It is not Chinese in the
 sense that "The Yellow Jacket" was
 Chinese—fantastically so—for apart from
 its Chinese setting, which does unques-
 tionably lend a tense and peculiar horror
 to the third act, it is of the world of
 drama. Its great scene indeed recalls the
 motive of "Measure for Measure,"
 though with an added touch of cold-
 blooded and calculated revenge that seems
 at once Mephistophelian in its blarney
 and peculiarly Eastern in its implacable
 resolve.

A SHUDDER.
 There are moments when Mr. Wu's cool
 plan of vengeance on the betrayer of his
 daughter, and on the betrayer's father,
 seems a secret and undiscoverable
 vendetta. When he sneers at the English
 notion of recompense for betrayal, he says
 he knows the phrase "making an honest
 woman of her," but that is not the
 Chinese way. That betrayed daughter
 "I have no daughter," he exclaims in a
 note of Othello-like despair, and some-
 thing of a shudder passes over the
 audience as they slowly realise the fate
 that has befallen the merry girl whom
 they saw in the love-making scene a little
 earlier. There is the sense of a blood
 feud between East and West in this
 ghastly conception of honour, that can
 so ruthlessly kill.

The thrill begins the moment Mr. Wu
 appears. Such terrible things have
 happened, the stars in their courses have
 fought so persistently against Gregory
 & Co.—the son, the faithless lover, has
 suddenly vanished from the sight of men,
 the father in his shipping office at Hong-
 kong can but sit and listen to tales of
 disaster that spell ruin; that there is only
 one explanation—Mr. Wu, Mr. Gregory
 cannot understand this explanation. He
 knows nothing of his son's love-making.
 No wonder there is excitement on the
 stage and in the stalls, pit and gallery,
 to see what manner of man this mysterious
 worker of evil really is; that there is a
 hush as he enters (up stage) looking in
 his black-cloaked, European dress as
 childlike as Ah Sin, as he stands just
 within the office door.

VIVID DRAMA.
 This play is a triumph for the believers
 in really vivid drama—the old maxim
 about trestles, two boards and a passion.

There is no humour, barring a touch of
 the unconscious sort which the audience
 will laugh at if only by way of finding
 a joke of its own making. The ebullient
 Mr. Gregory, like a true-born Englishman,
 finding himself out-witted, talks furiously
 of sending Mr. Wu to blazes, and the im-
 passable Mr. Wu—he has the veneer
 of Oxford over his native artfulness—
 merely adds, "In that case we shall be
 able to resume this interesting conver-
 sation," his accent throughout meticulously
 accurate and indescribably exasperating
 in its incisiveness. And the gods get their
 one laugh at that retort.

BOOKED OVER EUROPE.
 "A terrific part," was Mr. Matheson
 Lang's description of "Mr. Wu," and
 "Mr. Gregory" he described by the same
 term.

"I know some people," said Mr. Meyer,
 "who have been three times and have
 booked for another visit."

It's a play with a punch in it, to use
 Charles Frohman's phrase, "drama
 straight from the shoulder."

An owner who has horses in the same
 stables as I have (he added) I have seen
 here twice. Sir Charles Wyndham has
 been in twice, and Sir George Alexander
 has also seen the play.

"Almost unique," was his phrase,
 alluding to the fact that thus early after
 the production of the play there should
 be such wide demand for it abroad.
 France, Holland, Spain, Portugal, and
 Russia were among the countries for
 which arrangements were in progress for
 the rights of production. "I think," he
 concluded, "we have found another
 'Kismet'."

THE PHILIPPINES SHIPPING
SUBSIDIES.
 "A MILD REVOLUTION IN SHIPPING CIRCLES."

The Manila *Cable News* says that the
 Ship Subsidy Bill by the Commission on
 Friday last came as a surprise to the
 shipowners who are engaged in the
 inter-island trade and who have been
 receiving subsidies from the insular
 government. The surprise was not that
 the subsidies would be decreased, but that
 they were lowered to such a great extent.
 In some cases abolished altogether.

The new Bill provides for changes that
 are of a wide and far-sweeping character
 and which have created a mild sensation
 in shipping circles.

A representative of the *Cable News*
 American called on several of the firms
 affected to ask them for their candid
 opinions concerning the measure and it
 was curious to note that their views were
 practically unanimous. The first firm
 that was called upon was Inchausti &
 Company. In answer to the question as to
 their opinion on the measure, the pre-
 liminary reply was a great extent
 "I would rather not discuss the subject." A little per-
 suasion, however, elicited the following
 information:

"To say that we like the bill would be
 absurd. It is a distinct blow at inter-
 island shipping, it is true, but it is one
 from which we shall recover and which
 will hurt the community more than it
 does ourselves. It will principally affect
 the mails, for whereas in the past we would
 frequently delay a steamer a day to suit
 the convenience of the postal department
 or even cut out a port so that the mails
 should reach their destination on schedule
 time, it is more than doubtful if we shall
 be able to afford the sacrifices that have
 been made in the past for the benefit of
 the people and in the faithful carrying

NEW VICTOR RECORDS
 THE LATEST.
 SONGS.
 DANCES.
 AND
 SELECTIONS, etc.
 INSPECTION INVITED.
 EXCLUSIVE DISTRIBUTORS:
MOUTRIE'S
 [51-1]

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
 FROM ANTWERP, MIDDLESBROUGH,
 LONDON & PENANG.

THE Steamship
"GLENLOGAN"
 Captain Jas. McGregor, having arrived from
 the above Ports, Consignees of Cargo are hereby
 informed that their Goods are being landed at
 their risk into the Godowns of the Hongkong
 and Kowloon Wharf and Godown Company, Limited,
 Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless in-
 structions are given to the contrary before
 Noon To-day.

All broken, chafed and damaged Goods are to
 be left in the Godowns, where they will be
 examined on SATURDAY, 7th Mar., at 10 A.M.

All Claims must be presented within FIVE
 Days of the Steamer's arrival here, after which
 date they cannot be recognized.

No Claims will be admitted after the Goods
 have left the Godowns, and all Goods remaining
 undelivered after the 7th Mar., will be subject
 to rent.

No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
 SLEWAN, TOMES & Co.,
 Agents.

Hongkong, 28th February, 1914. [367]

NOTICE TO CONSIGNEES.
FROM EUROPE.
THE H.A.L. Steamship
"ASSYRIA"

Captain Brodmerkel, having arrived, Consignees
 of Cargo are hereby informed that their
 Goods are being landed and stored at their risk
 in the hazardous and/or extra-hazardous God-
 owns of the Hongkong and Kowloon Wharf
 and Godown Company, Limited, at Hongkong
 and/or Kowloon, whence delivery may be
 obtained against Bills of Lading countersigned
 by the Underigned.

Optional Cargo will be carried on unless
 notice to the contrary be given To-day.

All Claims must be presented within ten days
 of the steamer's arrival here, after which date
 they cannot be recognized.

No Claims will be admitted after the Goods
 have left the Godowns, and all Goods remaining
 undelivered after the 8th inst., will be subject
 to rent.

All broken, chafed, and damaged Goods must
 be left in the Godowns, where they will be
 examined on the 7th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in
 any case whatever.

HAMBURG-AMERIKA LINIE.
Hongkong Office.
 Hongkong, 2nd March, 1914. [369]

NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND
STRAITS.
THE Steamship
"RADNORSHIRE"

having arrived from the above Ports, Consignees
 of Cargo are hereby informed that all
 Goods are being landed at their risk into the
 hazardous and/or extra-hazardous Godowns of the
 Hongkong and Kowloon Wharf and Godown
 Co., Ltd., whence and/or from the wharves
 delivery may be obtained.

Optional Cargo will be carried on unless
 notice to the contrary be given To-day.

All Claims must be presented within ten days
 of the steamer's arrival here, after which date
 they cannot be recognized.

No Claims will be admitted after the Goods
 have left the Godowns, and all Goods remaining
 undelivered after the 9th inst., at 6 P.M.,
 will be subject to rent.

All broken, chafed, and damaged packages
 are to be left in the Godowns, where they will be
 examined on the 9th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in
 any case whatever.

Bills of Lading will be countersigned by
 JARDINE, MATHESON & Co., Ltd.,
 Agents.

Hongkong, 3rd March, 1914. [49]

PRINTING
 Nothing creates such a good impression as
 business as the use of First Class Printing.
 The difference in cost between good
 and bad printing and material is generally nil.

THE "HONGKONG DAILY PRESS"
PRINTING WORKS.
 Turn out the Best Printing at Reasonable
 Prices.

DIET IN DYSENTERY.

Dysentery seems indigenous in many parts of the country during the summer. Wise, therefore, is he who safeguards himself against the disease, and seeks medical aid at the first suspicion of its onset.

The best preventive is to invigorate the system to withstand an attack. For this purpose nothing compares with Sanatogen, of which the Rev. the Bishop of Tring writes: "Sanatogen has cured me of an obstinate dysentery from which I suffered for a long time, having found all drugs powerless against it—perhaps because I cannot stick to a milk diet. Sanatogen has cured me even without milk."

Sanatogen rebuilds the strength and revitalizes the bodily forces which are brought to a low level by the incessant diarrhoea and loss of blood. It owes its remarkable properties to its unique composition, derived from over eighteen thousand doctors. By the advice of many practitioners, large numbers of Europeans in China are using Sanatogen daily as a preventive against dysentery and to keep themselves at the highest pitch of nervous and physical well-being.

Sanatogen can be obtained of all Chemists in bottles of two sizes.

[111-S. 603a]

SHIPPING IN PORT.

STAMENERS.

AZUMABAN MARU, Japanese str., 1,853, Sikuichi, 2nd March—Mitsui Bussan Kaisha.

CHONGSHING, British str., 1,256, V. Liddell, 3rd March—Tientsin 25th February, General—Jardine, Matheson & Co.

CHENAN, British str., 1,355, Lloyd Jones, 4th March—Shanghai 1st March, General—Butterfield & Swire.

CHILLO MARU, Japanese str., 7,250, W. W. Greene, 20th February—San Francisco 27th January, General—Toyo Kisen Kaisha.

CORREX, German str., 3,110, L. Klugkist, 4th March—Sydney 7th February, General—Melchers & Co.

DALIAN MARU, Japanese str., 900, K. Murakami, 4th March—Swatow 3rd March, Sundries—Osaka Shosen Kaisha.

DORIS, British cruiser, 2,641, C. P. Beatty, 2nd March—Plymouth 26th January.

EMPEROR OF RUSSIA, British str., 3,789, W. Davidson, 18th February—Vancouver 30th January, Mails and General—Canadian Pacific Railway Co.

GLENNLOGAN, British str., 3,899, J. Mc Gregor, 27th February—Singapore 22nd February, General—Shewan, Tomes & Co.

HAITAN, British str., 1,132, J. J. Roach, 4th March—Poochow, Amoy and Swatow 3rd March, General—Douglas Laprak & Co.

HAKOSHIMA MARU, Japanese str., 3,594, Noguchi, 2nd March—Nagasaki 24th February, Coal—Osaka Shosen Kaisha.

KIANG PING, Chinese str., 1,922, H. Udden, 2nd March—Chikang 25th February, General—Chinese.

KAIKONG, British str., 787, H. Mathias, 3rd March—Hohow 2nd March, General—Butterfield & Swire.

KUNSHI MARU, Japanese str., 3,947, Y. Kuwana, 1st March—Mitsui Bussan Kaisha.

KWANGLEE, Chinese str., 1,493, McArthur, 4th March—Shanghai 1st March, General—Chinese.

LANSANG, British str., 2,224, 2nd March—Mitsui Bussan Kaisha.

MARIE, German str., 1,167, J. Davidson, 1st March—Saigon 25th February, Rice—Chinese.

MATSUBARA MARU, Japanese str., 1,999, K. Okura, 1st March—Mitsui Bussan Kaisha.

NAISANG, British str., 2,591, Gilroy, 1st March—Singapore 29th February, General—Jardine, Matheson & Co.

PAKAT, German str., 1,018, Wenzel, 3rd March—Chikang 24th February, General—Butterfield & Swire.

RADONSHIRE, British str., 2,684, C. C. Badger, 2nd March—Singapore 25th February, General—Jardine, Matheson & Co.

SADO MARU, Japanese str., 2,860, K. Asakawa, 1st March—Shanghai 26th February, Flour and General—Nippon Yusen Kaisha.

TOSAN MARU, Japanese str., 1,847, Hirai, 2nd March—Mitsui Bussan Kaisha.

TOYORA MARU, Japanese str., 1,442, Kobayashi, 2nd March—Wakamatsu 24th February, Coal—Mitsui Bussan Kaisha.

TUENNING, German str., 5,586, Reimers, 4th March—Singapore 26th February, General—Melchers & Co.

WAKAMATSU MARU, Japanese str., 2,878, Shimizu, 2nd March—Wakamatsu 24th February, Coal—Mitsui Bussan Kaisha.

YUENSANG, British str., 1,123, P. H. Rolfe, 3rd March—Manila 25th February, General—Jardine, Matheson & Co.

PASSED THE CANAL.

February 10th—Benarty, Candia, Taddo, Baron Driesen, Baron Selburg.

February 13th—E. F. Ferdinand, Jason, Pekang, Afghan Prince, Den of Glamis, Silecia, Amazon, Sudmark, Indrakulata.

February 17th—Persia, Satsuma, Beckhuus.

February 20th—Borneo, C. Ferd Devotion, Hoerde, Laomedon.

February 24th—Benwörlich, Nubia, Shumoa, Trieste, Araba, Kato.

February 27th—Alcinous, Indrakulata, Rajee, Menclaus, Mishima Maru, Miyasaka Maru, Ningchow, Priam, Prinz Ludwig, Silecia, Atlantique, Arabien, Takushima Maru.

March 2nd—Cordillere, Den of Ruthven, Rhesus, Nank.

THE OILFIELDS OF SHENSI.

THE NEW AMERICAN AGREEMENT.

A CHINESE OPINION.

According to the *China Times*, the draft agreement entered into between the Government and the Standard Oil Co. has attracted the attention of the world. The Government has shown great reticence regarding the matter, and consequently the inferences drawn by outsiders become daily more at fault and farther from the truth.

The oil producing districts of Shensi are mostly situated in the prefecture of Yen-an, entering in the district of Yen-chang. The most promising area of the oil-fields in Shensi measures only some 200 square li; but the total area of oil producing lands in the province is estimated to be about 2,100 square li. The district of Yen-chang is the most prolific of all oil-fields, being bounded by the Huangho on the east, Hsuan-chuan to the south, and Lushu to the west. In all of which directions oil has been found in large quantities. This district is not only considered to be the premier oil-field in China, but also to have few equals in the world.

There are four places at which oil is constantly flowing out with little, if any, human aid. At many places, the oil vein is struck at 240 feet beneath the surface of the earth, so the working of oil mines is such places would be comparatively easy and inexpensive. The quality is said to be higher even than that of the oil of the Standard Oil Co.

The American Company has aimed at obtaining this oil concession for some years past. There have also been French, German and Japanese concession hunters in the field, especially the latter, who have been surprisingly energetic in trying to obtain this right.

The Chienchiang oil-fields of Chihli have been exploited by German engineers, who have expressed their opinion that the oil produced there is not inferior in quality to the Shensi article.

The public can quite understand, says the *China Times*, the eagerness of the Standard Oil Co. to secure these great prizes, since the Company, being the principal supplier of oil in China, can thus prevent these precious properties from falling into the hands of competitors who might lower the price of oil and curtail the Company's business. The Company can now fix and uphold its own price, and retain its foothold in China markets.

TEXT OF AGREEMENT.

PEKING, February 27th.

The full text of the agreement between the Chinese Government and the Standard Oil Company has been published. The Standard Oil Company undertakes to send experts to examine Yen-changfu, in Shensi, and Chengchifu, in Chihli. If the investigation shows that exploitation would be profitable to both parties, the Sino-American Company will be organized, and work will be begun six months after the conclusion of the preliminary investigation.

The Standard Oil Company will hold 55 per cent. of the capital, while China will receive 27 1/2 per cent. and also the right to purchase a further 7 1/2 per cent. at face value within two years from the formation of the Company. Any increase of capital will be divided in similar proportions. The Board of Directors will be composed of Americans and Chinese in corresponding proportion.

The Government promises every assistance and protection and undertakes not to give any oil-fields in China to any other foreigner for a year.

The term of the agreement is for sixty years, during which no other foreign organization will be allowed to exploit petroleum within the area stated.

If the area should be worthless the Company will be allowed to find fields anywhere in Shensi or Chihli. The Company is allowed every facility in the way of transportation by waterway, pipes or railway.

The Government gets one-twentieth of the total output free. The Standard Oil Company promises its assistance when the Government wishes to contract loans in America.

PERFECT CO-OPERATION.

In the course of an interview of nine representatives from Hupei and other provinces with Chang Chien, Minister of Industry and Commerce, and Yang Ting-tung, Chief of the Mining Bureau, Yang Ting-tung explained that in the Sino-American Oil Concession there was perfect co-operation of Chinese and Americans.

Chang Chien, in answer to a question, said that the contract had been signed and that nothing could be done.

With regard to the Haanyang Iron Works Chang Chien said that the Government did not recognize the recent transaction and the loan agreement would not be effective.—*Reuter*.

GERMANY AND CHINA.

PROGRESS OF KIAOCHAU.

The annual report of the office of the Imperial Navy on the development of the Kiaochow sphere is of some special interest this year, remarks the Berlin correspondent of *The Times*. The *North German Gazette* observes that during the past few months foundations have been laid for quite new industrial developments and for "a considerable extension of the local sphere of influence of the German port to a larger hinterland."

Kiaochow "seems to be passing from the stage of a mere trade colony into the stage of promising industrial development."

The efforts of the naval authorities to create a German iron centre are coming to fruition, and after negotiations which have been proceeding for many years railways providing the necessary connections with the interior and a most promising sphere of activity in Shantung and the neighbouring provinces have been secured. It is stated that the details have still to be settled, but the railway extensions recently announced by the *Frankfurter Zeitung* are treated as definitely arranged.

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JAPAN AND FORMOSA. Tokyo, Osaka, Keelung, Yokohama, Moji, Tainanfu, Hyogo, Nagasaki, Takow, Kobe, Hakodate, Anping, Shimoda, Tamsui.

EASTERN SIBERIA. Vladivostok, Nicolajewsk, Chosen, Seoul, Wonsan, Mokpo, Chemulpo, Fusan, Chinnampo, Kussan, Pingyang, Songchin.

HONGKONG AND ITS DEPENDENCIES, MACAO.

FRANCE INDO-CHINA. Hanoi, Annam, Tourane, Haiphong, Hue, Saigon, Tonkin Provinces, Quinhon, Cambodia, Philippines.

MAINTA, Iloilo, Cebu, Sarawak, Borneo, Labuan, Brunei, British North Borneo.

SETRAITS SETTLEMENTS. Singapore, Penang, Malacca, Pror. Wallisley, Perak, Selangor, Pahang, Negri Sembilan, Johore, Kedah, Kelantan, Trengganu, Perlis.

NETHERLANDS INDIA. Batavia, Samarang, Padang, Sourabaya, Macassar, East Coast of Sumatra.

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PLAN OF FOREIGN SETTLEMENTS, TIENTSIN. PLAN OF TIENTSIN (KIAOCHAU).

PLAN OF FUSAN, CONQUESTON, SHANGHAI. PLAN OF HONGKONG (SHANGHAI) with Inset.

Showing the EXTENDED TERRITORY. LARGE PLAN OF THE CITY OF YOKOHAMA.

PLAN OF NEW TERRITORY (KOWLOON). PLAN OF KOWLOON.

PLAN OF SINGAPORE. PLAN OF BATAVIA.

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UNITED STATES: Universal Publication Co., 45, West 34th St., New York.

CAPE TOWN: Messrs. Gordon & Gotch, Ltd., Strand.

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VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *China* arrived at Manila on the 2nd March, between 8 and 4 p.m., and is expected to sail from that port for Hongkong on the 4th March, at noon, making her due to arrive here to-day, at daylight.

The P.M. str. *Manchuria* sailed from Yokohama for Hongkong, via Manila, on the 3rd March. The United States mail has been transferred to the N.Y.K. str. *Kamano Maru*, which is due to arrive at Hongkong on 6th March.

THE AUSTRALIAN MAIL. The N.Y.K. str. *Tango Maru* (Australian Line) left Thursday Island for this port via Manila on the 28th February, and is expected here on the 6th March.

The E. & A. str. *Eastern*, from Sydney, etc., left Port Darwin (via Timor and Manila) for this port on the 1st March, and may be expected to arrive here on or about 14th March.

MERCHANT STEAMERS. The Nanyo Yusen Kumi str. *Daris Maru* left Sourabaya on the 27th February, and is due to arrive here on the 6th March.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Yokohama for this port via Manila on the 28th February, and is expected here on the 9th March.

The N.Y.K. str. *Hirano Maru* (European Line) left Kobe for this port via ports on the 28th February, and is expected here on the 8th March.

The N.Y.K. str. *Kashima Maru* (European Line) left Singapore for this port on the 4th March, and is expected here on the 9th March, a.m.

The N.Y.K. str. *Fenang Maru* (Bombay Line) left Bombay for this port via Singapore on the 2nd February, and is expected here on the 11th March.

The Barber Line str. *Satsuma* left New York on the 14th January, and is due to arrive here on or about 14th March.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 23rd February, and is expected here on the 14th March.

The N.Y.K. str. *Yokohama Maru* (American Line) left Seattle for this port via ports on the 10th February, and is expected here on the 15th March.

The N.Y.K. str. *Inaba Maru* (Bombay Line) left Bombay for this port on the 1st March, and is expected here on the 19th March.

The N.Y.K. str. *Mishima Maru* (European Line) left Marseilles for this port via ports on the 21st February, and is expected here on the 25th March.

The Danish str. *Aralien* left Port Said on the 23rd February, and may be expected here on or about the 28th March.

The Mogul Line str. *Lohian* left United Kingdom on the 21st February, for Hongkong via Straits, and is due to arrive here about the 3rd April.

The N.Y.K. str. *Kaga Maru* (European Line) left London for this port via ports on the 28th February, and is expected here on the 3rd April.

INDO-CHINA STEAM NAVIGATION CO., LTD. *Mouang*, from Fremantle, is due in Hongkong 19th March.

Fookien, from Moji, is due in Hongkong 26th March.

Onang, from Calcutta, is due in Hongkong 16th March.

SHIPS LINE, LIMITED. *Den of Airie*, from Pacific, is due in Hongkong 9th March.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH. Alceity, despatch-boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. A. Cochrane, Hongkong.

Atlas, admiral's tug, 615 tons, 1,400 h.p., Hongkong.

Brabant, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. E. Pritchard, Yangtze.

Briton, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darwall, Yangtze.

Cadmus, British sloop, 1,070 tons, 1,400 h.p., Lieut. Comdr. A. J. Mallett (temp.), Yangtze.

Cherub, water tank and tug, 390 tons, 340 h.p., Hongkong.

Clio, British sloop, 1,070 tons, 1,400 h.p., Lieut. Comdr. Mackenzie, Yangtze.

Cobra, T.B.D., 550 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. Comdr. C. M. Blackman (temp.), Hongkong.

Chelmer, T.B.D., 550 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. H. T. England, Hongkong.

Fame, T.B.D., Lieut. Comdr. A. J. Mallett (temp.), Hongkong.

Hampshire, 10,650 tons, 21,000 f.d., 14 guns, Captain H. W. Grant, Hongkong.

Jed, T.B.D., 550 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. G. F. A. Malcol, Hongkong.

Kinsh, 515 tons, 1,200 h.p., Lieut. Comdr. H. Murray, Yangtze.

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Kramer, T.B.D., 550 tons, 4 guns, 2 pr. i.h.p., 7,500 f.d., Lieut. E. K. Boddiam, Wicketan, cruising.

Ribble, T.A.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Comdr. Wilkinson, Cruising.

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Hongkong, 6th March, 1914.

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Hongkong, 5th March, 1914. [192]

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Hongkong, 5th March, 1914. [383]

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1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Black Point. 3. From Black Point to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	MASTER	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	DEW OF AIRLIN	Brit. str.	—	C. C. Talbot, R.N.	JARDINE, MATHESON & Co., Ltd.	On 9th inst.
LONDON & ANTWERP	INDIA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON & ANTWERP	NILE	Brit. str.	—	J. McGreggor	P. & O. S. N. Co.	About 18th inst.
LONDON & ANTWERP	GLENLOGAN	Brit. str.	—	W. J. Henderson	SHEWAN, TOMES & Co.	About 31st inst.
HAMBURG, LONDON, ROTTERDAM & ANTWERP	GLENFARG	Brit. str.	—	Feldmann	SHEWAN, TOMES & Co.	On 9th inst.
MARSEILLES, HAVRE & HAMBURG	NERA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 10th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	About 10th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 11th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 13rd inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 14th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 27th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 28th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	To-morrow.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 10th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 18th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 21st inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 1st Apr., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	About 6th April.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 18th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 12th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	About 4th April.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 19th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 8th Apr., at Noon.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 21st inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 31st inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 11th Apr.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 12th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 20th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 21st inst., at 9 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	Quick despatch.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 8th inst., at D'light.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	About 2nd April.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 16th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 11th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 8th inst., at D'light.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	To-morrow, at 5 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 11th inst., at D'light.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 9th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 11th inst., at D'light.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 19th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 12th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 12th inst., at D'light.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	About 12th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 15th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 14th inst., at M'night.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 18th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 18th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	About 21st inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	Quick despatch.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 11th inst., at 6 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 11th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 14th inst., at 3 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 8th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 8th inst., at 12 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	To-day, at 11 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 9th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 10th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 13th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	To-morrow, at 2 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 13th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 17th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	Quick despatch.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 10th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 9th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	To-day.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 16th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 13th inst.
MARSEILLES, LONDON & ANTWERP	NEBULA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 8th inst., at 9 A.M.

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						FROM L'POOL						FROM VANCOUVER					
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	St. John N.B.	Liverpool	Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong	Steamers	Vancouver
EMPERESS OF RUSSIA	Thurs. 19 Mar.	22 Mar.	23 Mar.	25 Mar.	27 Mar.	5 April.	11 April.	18 April.	Leave	Arrive	Leave	Arrive	Arrive	Arrive	Arrive	Leave	Arrive
EMPERESS OF ASIA	Thurs. 2 Apr.	5 Apr.	7 Apr.	9 Apr.	11 Apr.	23 Apr.	29 Apr.	6 May.	21 Feb.	27 Feb.	5 Mar.	19 Mar.	20 Mar.	22 Mar.	24 Mar.	27 Mar.	5 Mar.
EMPERESS OF INDIA	Thurs. 8 Apr.	11 April.	13 April.	15 April.	18 April.	2 May.	—	—	7 Mar.	13 Mar.	19 Mar.	30 Mar.	31 Mar.	2 Apr.	4 Apr.	7 Apr.	19 Mar.
EMPERESS OF JAPAN	Thurs. 16 Apr.	19 Apr.	20 Apr.	22 Apr.	24 Apr.	3 May.	9 May.	15 May.	21 Mar.	27 Mar.	2 Apr.	15 Apr.	17 Apr.	19 Apr.	21 Apr.	24 Apr.	2 Apr.
EMPERESS OF RUSSIA	Thurs. 30 Apr.	3 May.	5 May.	7 May.	9 May.	21 May.	28 May.	4 June.	4 Apr.	10 Apr.	16 Apr.	27 Apr.	28 Apr.	30 Apr.	2 May.	5 May.	16 Apr.

PASSAGE RATES—HONGKONG TO LONDON.				THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"			
Steamers	Meals and Sleeping	Car Berth across	Canada & additional	registered tonnage 16,850 displacement 30,625 tons are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.	registered tonnage 16,850 displacement 30,625 tons are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.	registered tonnage 16,850 displacement 30,625 tons are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.	registered tonnage 16,850 displacement 30,625 tons are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.
EMPERESS OF RUSSIA	£71.10	£65	£43	EMPERESS OF RUSSIA	£71.10	£65	£43
EMPERESS OF ASIA	£71.10	£65	£43	EMPERESS OF ASIA	£71.10	£65	£43
EMPERESS OF INDIA	£71.10	£65	£43	EMPERESS OF INDIA	£71.10	£65	£43
EMPERESS OF JAPAN	£71.10	£65	£43	EMPERESS OF JAPAN	£71.10	£65	£43
MONTEAGLE	£71.10	£65	£43	MONTEAGLE	£71.10	£65	£43

Hour of Departure—All Steamers sail from Hongkong at Noon.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with Suez Mail Lines or Trans-Siberian Route.
The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are fitted with powerful Marconi Wireless Installation.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.
Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.
For full particulars of Passage and Freight Rates, Pamphlets, etc., please apply to—
D. W. ORADDOCK,
GENERAL TRAFFIC AGENT, Corner Pender Street and Praya.

SHIPPING

ARRIVALS.

CEYLON MARU, Japanese str., 3,142, Nogu-chi, 5th March—Moji 28th February, General—Nippon Yusen Kaisha.
CHIVENS, Chinese str., 5th March—Canton.
HIROKAWA MARU, Japanese str., 2,302, Suzuki, 5th March—Moji 27th February, Coal—Mitsui Bussan Kaisha.
KHIVA, British str., 5,681, G. M. Montford, 5th March—London 24th January, General—P. & O. S. N. Co.
KIEV, Russian str., 5,560, Stetsky, 5th March—Nagasaki 1st March, General—Russian Volunteer Fleet.
KATIE, German str., 1,299, Christiansen, 5th March—Touane 2nd March, Rice—General—Jensen & Co.
KONOWANG, British str., 1,428, Richard, 5th March—Swatow 4th March, General—Jardine, Matheson & Co.
MATILDE, German str., 821, Schalkier, 5th March—Hoifow 4th March, General—Jensen & Co.
PRINZ EITEL FRIEDRICH, German str., 4,872, C. Mundt, 5th March—Bremen 21st January, General—Melchers & Co.
SUSAN, British str., 1,790, Simpson, 5th March—Melbourne 27th February, General—Jardine, Matheson & Co.
TELEGRAPH, British str., 1,340, Fraser, 5th March—Saigon 1st March, Rice—Chinese.
YODO MARU, Japanese str., 5th March—Canton.
YERIMO MARU, Japanese str., 1,933, Somokawa, 4th March—Katsush 20th February, Coal—Osaka Shosen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

HANOI, French str., for Hoifow.
HUICHOW, British str., for Saigon.
KHIVA, British str., for Yokohama.
KWONGSANG, British str., for Canton.
P. F. FRIEDRICH, Ger. str., for Shanghai.
TUEBINGEN, German str., for Yokohama.

DEPARTURES.

ANHUI, British str., for Shanghai.
CHONGSHING, British str., for Canton.
CHENAN, British str., for Canton.
CHINCHUA, British str., for Manila.
CHIPPING, British str., for Tientsin.
COBLENZ, German str., for Kobe.
DAIJIN MARU, Japanese str., for Tamsui.
EXPRESS OF JAPAN, Br. str., for Vancouver.
HONGKONG, British str., for Hongkong.
KIANG PING, Chinese str., for Canton.
KUEICHO, British str., for Canton.
KUEICHO, British str., for Tientsin.
KWANGLEE, Chinese str., for Canton.
NAMKAW, British str., for Hoifow.
TIENTSIN, British str., for Shanghai.

SHIPPING REPORT.

The British str. Kwongsang reports: Fine weather throughout.

PASSENGERS.

Per Khiva, for Hongkong, from London, etc., Mr. R. St. Amory, Mrs. W. Y. Robertson, Mr. F. B. Richards, Mr. and Mrs. Bailey, Mr. H. D. Holloway, Lieut. Col. and Miss A. B. Cottell, Dr. D. Loughlin, Dr. A. E. Malone, Dr. P. L. Gibbon, Dr. J. T. D. Higgins, Dr. A. J. Tozer, Dr. G. F. Page, Eng.-Comdr. H. Hammond, Dr. A. J. Patterson, from Colombo, Mr. and Mrs. Wallick, Mrs. Britz, from Singapore, Mr. and Mrs. Conwell, infant and amah, Dr. S. Allan and servant.

DEPARTED.

Per Empress of Japan, for Vancouver, etc., Mr. G. Wilson, Mr. P. Abbott, Mrs. Gordon Mackie, Mr. A. B. Buchanan, Mr. and Mrs. C. L. L. Williams, Mr. Mac, Mr. C. MacDonald, Mr. R. C. Holden, Mr. F. B. Greening, Miss C. Greening, Mrs. L. K. Thacher, Mrs. John H. Thacher, Mr. C. G. S. Mackie, Mr. H. E. Stephens, Misses A. and H. Armstrong, Mrs. MacDonald and maid, Miss E. E. Hughes, Miss Tindley, Mr. T. R. Drexel, Miss Verne, Mr. and Mrs. E. C. Davis and Miss B. Billings.
Per Vore, for London, etc., Mr. A. Cross, Mr. F. W. Heath, Mrs. Fowler, Mr. and Mrs. D. Templeton, Mr. T. S. Matthews, Mr. S. J. Hills, Mrs. E. J. Humphries, Mr. and Mrs. R. V. Rutter, Mrs. W. G. Worcester, Miss P. Keith, Mr. and Mrs. E. J. Chapman, for Marseilles, Mrs. M. C. Hoxsey, Mrs. A. M. Kelly, for Singapore, Mr. E. T. Walton, Mr. and Mrs. J. W. Brownley, and Mr. E. M. Tozer.

PACIFIC MAIL

STEAMSHIP COMPANY.
THE AMERICAN LINE TO SAN FRANCISCO.

From HONGKONG calling at SHANGHAI, MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK TO EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. COUSINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing
CHINA	10,200	SATURDAY, 14th Mar., at Noon.
MANCHURIA	27,600	SATURDAY, 21st Mar., at 1 P.M.
NILE	11,000	TUESDAY, 31st Mar., at Noon.
MONGOLIA	27,000	SATURDAY, 11th Apr., at 1 P.M.
PERSIA	9,000	TUESDAY, 22nd Apr., at Noon.
KOREA	18,000	SATURDAY, 9th May, at 1 P.M.
SIBERIA	18,000	TUESDAY, 19th May, at 1 P.M.

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and hence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
14th Mar. ... CHINA	16th Mar.	4th Mar. ... CHINA	14th Mar.
5th Apr. ... NILE	2nd Apr.	12th Mar. ... MANCHURIA	14th Mar.
28th Apr. ... PERSIA	30th Apr.	16th Mar. ... NILE	18th Mar.
27th May. ... CHINA	29th May.	2nd Apr. ... MONGOLIA	4th Apr.

FOR FREIGHT OR PASSAGE, APPLY TO—
R. C. MORTON, AGENT.

King's Building (opposite Blake Pier). Telephone No. 141.
Panama-Pacific International Exposition—San Francisco—1915.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG.	Connecting with "KATHIAWAR"	From COLOMBO.
1st April.	17th April.	

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

From Hongkong	Proposed Sailings	About 30th March.
First CLASS ACCOMMODATION FOR PASSENGERS.		

Fitted With WIRELESS TELEGRAPHY.
For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED.
MANAGING AGENTS.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Bato	SATURDAY, 21st March, at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED'AY, 1st April, at 1 P.M.
"CHICAGO MARU"	H. Goto	THURSDAY, 16th April, at 1 P.M.
"CANADA MARU"	T. Yamamoto	WED'AY, 29th April, at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 14th May, at 1 P.M.
"PANAMA MARU"	J. Kano	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.
A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	K. Sakawa	TUESDAY, 10th Mar., 10 A.M.
"JAYA MARU"	D. Fushigami	SUNDAY, 5th April, 1 P.M.
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 18th April, 1 P.M.
"MALAY MARU"		SUNDAY, 26th April, A.M.

CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

FOR TAMSUI VIA SWATOW AND AMOY.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

FOR CANTON.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soa-Yip Wharf (near the Harbor Office, Praya Central).
For FURTHER INFORMATION, apply to
Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
FRIDAY, 6th MARCH, 1914.

8 a.m. HONAM	8 a.m. HONAM
10 p.m. KINSHAN	5 p.m. KINSHAN

SATURDAY, 7th MARCH, 1914.
8 a.m. HONAM. 8 a.m. HUNGGHSHAN.
10 p.m. HUNGGHSHAN. 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.
Day Steamers Call No. 770, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 8th MARCH, 1914.
The Company's New Steamship
"TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 10.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

REDUCTION IN FARES:
SALOON Single \$2.50, Return \$4. 1st CLASS Single \$1.25, Return \$1.75.
2nd CLASS Single 80 cts., Return \$1.30.
Staterooms:—Saloon 50 cts. per person single. 1st Class single 25 cts. return 40 cts.
One Cabin in each Class reserved free for use of Ladies.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. SUI AN, 1,651 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

S.S. HOI SANG, 457 tons.
Departures from Macao to Canton on Tuesday, Thursday and Sunday, at 9 p.m.
Departures from Canton to Macao on Monday, Wednesday and Friday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANLU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

For	Steamer	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	AMAZON	On 9th March.
	ATLANTIQUE	On 23rd March.
YOKOHAMA	NEA	On 10th March, at 1 P.M.
MARSEILLES VIA PORTS	AUSTRALIEN	On 24th March, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.
TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and ADELPHI.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to
S. C. de BUSTIERRE, ACTING AGENT,
QUEEN'S BUILDING.

SWEDISH EAST ASIATIC CO., LTD.

GOETENBURG.
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOBE and MOJI	"PEKING"	5,500	About 21st March.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD
S.S. "ABBATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SHANGHAI, NAGASAKI, KOBE and MOJI on 18th March.

S.S. "THONGWA," 6,296 tons, Captain O. M. Robins, will be despatched to YOKOHAMA, KOBE and MOJI on 26th March.

WESTWARD
S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 13th March.

S.S. "JELUNGA," 5,206 tons, Captain J. R. O. Sullivan, will be despatched as above on 23rd March.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.
Hongkong, 5th March, 1914.

PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 13th Mar., 4 P.M.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 23rd Mar., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the APCAR LINE S.S. Co., TORO-KAWA KAISHA, NIPPON YUSEN KAISHA and EASTERN AND AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light, Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to STEVEN TOMES & Co., General Managers.
Hongkong, 23rd February, 1914.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON (1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon Satur.		Friday	Thursday
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 10	Apr. 15
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 24	Apr. 29
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 8	May 14
Apr. 16	DELTA	Apr. 21	Apr. 25	MADWA	May 22	May 28
Apr. 30	ABSAIE	May 5	May 9	MOLTAN	June 5	June 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:
The Fares to London and Marseilles are as follows:—

	LONDON
1st Saloon "A"	Accommodation Single £57. Return £97.
2nd Saloon "B"	" " " £59. " £99.
3rd Saloon "C"	" " " £54. " £94.
4th Saloon "D"	" " " £40. " £80.

1st Saloon "A" Accommodation Single £51. Return £91.
2nd Saloon "B" " " £55. " £95.
3rd Saloon "C" " " £42. " £82.
4th Saloon "D" " " £38. " £78.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS.	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Leave Marseilles	Leave LONDON
	about	about	about	about	about	about
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
* KHIVA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

* New Steamer.
These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £50 Single, £75 Return. 2nd Saloon £35 Single, £52 Return.

FARES TO MARSEILLES:
1st Saloon £46 Single, £71 Return. 2nd Saloon £33 Single, £50 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SUBTAX OF 10%.

For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
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MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG and RANGOON.

BOMBAY via SINGAPORE, PENANG and COLOMBO.

SHANGHAI, MOJI and KOBE.

KOBE and YOKOHAMA.

NAGASAKI, KOBE and YOKOHAMA.

SHANGHAI, MOJI, KOBE and YOKOHAMA.

Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON-1914.

FOR EUROPE.

STEAMERS	TONS	SAILS	WEDNESDAY
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HIRANO MARU 16,000 " 11th March.
KATOBI MARU 20,000 " 25th March.
KAMO 16,000 " 8th April.
KASHIMA 20,000 " 22nd April.
MISHIMA 16,000 " 6th May.

FOR AMERICA.

STEAMERS	TONS	SAILS	TUESDAY
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SADO MARU 12,500 " 10th March.
YOKOHAMA 12,500 " 24th March.
AWA 12,500 " 7th April.
SHIDZUOKA 12,500 " 21st April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, &c., apply to—
T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241.
[8-9-10]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, KHIWA and YOKOHAMA	DEYANHA Capt. W. B. Hickey	5 A.M. 7th Mar.	Freight and Passage.
SHANGHAI	DEYANHA Capt. W. B. Hickey	About 12th Mar.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	INDIA Capt. C. C. Tibot, R.N.R.	Noon 14th Mar.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NILE Capt. H. Powell	About 18th Mar.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th March, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI and TSINGTAU	"CHENAN"	On 7th Mar., 8 P.M.
SWATOW, AMOY and TIENTSIN	"TAMING"	On 9th Mar., 5 P.M.
SHANGHAI, CEBU and ILOILO	"TAMING"	On 10th Mar., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 10th Mar., 4 P.M.
SHANGHAI	"LUCHOW"	On 12th Mar., 4 P.M.
SHANGHAI and TSINGTAU	"YINGCHOW"	On 14th Mar., 8 P.M.
SHANGHAI, CEBU and ILOILO	"TEAN"	On 17th Mar., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Aboard; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD & SWIRE.

Hongkong, 6th March, 1914. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. S. Roach	FRIDAY, 6th Mar., at 11 A.M.
"HAIYANG"	Capt. A. B. Hodgins	TUESDAY, 10th Mar., at 11 A.M.
"HAIYANG"	Capt. W. C. Passmore	FRIDAY, 13th Mar., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. S. Roach	SUNDAY, 8th Mar., at 11 A.M.
"HAIYANG"	Capt. A. B. Hodgins	WEDNESDAY, 11th Mar., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, 3rd March, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	14th March	On 20th Mar., 10 A.M.
EASTERN	4th April	On 9th Apr., 10 A.M.
ALDENHAM	2nd May	On 14th May, 10 A.M.
EMPIRE		On 29th May, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRT-GESellschaft "HANSA"Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK
and from MANILA, HONGKONG and JAPAN to
VANCOUVER (B.C.) and PORTLAND (Or).Taking Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

FOR SHANGHAI, KOBÉ AND YOKOHAMA.	FOR MARSEILLES, HAVRE & HAMBURG.
S.S. HOERDE ... 18th Mar.	S.S. BEBUDA ... 9th Mar.
S.S. SUBMARK ... 18th Mar.	FOR BREMEN, HAMBURG & ANTWERP.
S.S. BRISGAVIA ... 18th Mar.	S.S. SENEGAMBIA ... 15th Mar.
S.S. UCKENMARK ... 5th April.	FOR HAVRE, EMDEN & HAMBURG.
S.S. SAUBA ... 5th April.	S.S. SPEZIA ... 14th Mar.
S.S. WUERTTEMBERG ... 1st May.	FOR VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or).
S.S. BERGOVIA ... 1st May.	S.S. SUEDEMARK ... 18th Mar.
S.S. EMDEN ... 21st May.	FOR MARSEILLES, ROTTERDAM & HAMBURG.
S.S. FRISIA ... 29th May.	S.S. SACHSEN ... 27th Mar.
	FOR HAVRE & HAMBURG.
	S.S. SCANDIA ... 28th Mar.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office

Hongkong, 5th March, 1914.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots...	SATUR., 7th March.
TENYO MARU	22,000—21 knots...	SATUR., 4th April.
NIPPON MARU	11,000—18 knots...	WED'DAY, 8th April.
HONGKONG MARU	11,000—18 knots...	SATURDAY, 25th April.
SHINYO MARU	22,000—21 knots...	WED., 29th April.

* via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	\$71.10....RETURN (6 MONTHS) \$120.
FIRST CLASS TO NEW YORK	\$60. " " " " \$96.10.
" " " " SAN FRANCISCO	\$45. " " " " \$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
SEIYO MARU	14,000—15 knots	SATURDAY, 11th April.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-5/4 hours.THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing
conditions for painting ships with most efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address—"TAIKOO DOCK."

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government,
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th March, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tip, no inside Cabins.
Sailors, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £24 1st, £30 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 6th April.

The Steamers of large tonnage are fitted with comfortable and clear accommodation for Saloon
Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLY EXPRESS:

Via Venice, Milan, Bologna, Florence, Rome, Naples, Genoa, and Port Said, Class I £23.15, II £21.10.

BY ST. GOTTHARD EXPRESS:

Via Venice, Milan, St. Gotthard, Lucerne, Basle, Lausanne, Bern, Zurich, and Port Said, Class I £23.15, II £21.10.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £23.15, II £21.10.

Via Munich, Cologne, Hook or Flushing, Class I £23.15, II £21.10.

TO SHANGHAI.

S.S. "KORBER," 9,900 tons, will leave as above on 1st April, at 6 A.M.

FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £3 3rd Class.

TO KOBÉ VIA SHANGHAI, YOKOHAMA.

S.S. "PERSIA," 12,500 tons, will leave as above about 2nd April.

Cargo taken at through rates to all ports in Atlantic, Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER & Co., AGENTS,
Hongkong, 5th March, 1914. Prince's Building.

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, LISBON, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST," Capt. L. Maass	17,000	{Wednesday, 18th Mar., at 10 A.M.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	"YORCK," Capt. F. Lohse	17,000	{About Thursday, 19th Mar.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. Klugekist	6,750	{Saturday, 21st Mar., at 9 A.M.
KOBÉ	"PRINZ SIGISMUND," Capt. A. Hertzog	6,000	{About Tuesday, 31st Mar.
JESSELTON, KUDAT and SANDAKAN	"BORNEO," Capt. J. Koshler	5,000	{Sunday, 28th Mar., at 9 A.M.

All the Steamers of the Imperial Line are fitted with Wireless Telegraphy
New System of Telefunken.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

Steamship	about	FOR
"GERNIS"	16th March.	FOR MARSEILLES, DUNKIRK, ROTTERDAM AND BREMEN/HAMBURG: S.S. "MARK" ... about 16th March. FOR HAVRE, EMDEN and HAMBURG/BREMER S.S. "GOETTINGEN" ... about 28th March.
"SIGMARINGEN"	30th March.	FOR MARSEILLES, ROTTERDAM AND BREMER/HAMBURG: S.S. "TUEBINGEN" ... about 18th April.
"NORDERNEY"	13th April.	FOR HAVRE, DUNKIRK, EMDEN AND HAMBURG/BREMER: S.S. "GERNIS" ... about 5th May.
"HELGOLAND"	27th April.	FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG: S.S. "SIGMARINGEN" ... about 16th May.
"BORKUM"	11th May.	FOR HAVRE, EMDEN and HAMBURG/BREMER: S.S. "NORDERNEY" ... about 1st June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS.

Hongkong, 5th March, 1914.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	First half of March.	JAPAN	First half of March.
TJITABOEM	SHANGHAI	First half of March.	JAVA	First half of March.
TJIMANOEK	JAVA	Second half of March.	SHANGHAI	Second half of March.
TJILATJAP	JAVA	Second half of March.	JAPAN	Second half of March.
TJIPANAS	JAVA	Second half of March.	SHANGHAI	Second half of March.
TJIKINI	SHANGHAI	Second half of March.	JAVA	Second half of March.
TJIMAH	JAVA	First half of April.	JAVA	First half of April.
TJILIWONG	JAVA	Second half of April.	JAPAN	Second half of April.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 6th March, 1914.

Telephone No. 1574.

VISITORS AT HOTEL.

HONGKONG HOTEL.		GRAND HOTEL.	
Mr. E. S. Abraham	Comdr & Mrs. J. Kiddle	Mr. & Mrs. P. I. Falconer	Dr. H. P. Preston
Mr. L. Adler	Miss J. van Kirk	Mr. & Mrs. J. P. Fallon	Mr. A. B. Purvis
Mr. & Mrs. E. L. Agassia	Mr. W. Krone	Mr. A. L. Farwell	Miss Raymond
Mr. & Mrs. R. Ashton	Mr. A. Kruseman	Mrs. F. Fearon	Mr. E. H. Bay
Mrs. F. Frost	Mr. E. B. Lambert	Mr. S. Fernibough	Mr. E. M. Raymond
Mr. E. P. Bue	Mr. & Mrs. B. Leyton	Mr. G. Friedland	Mr. J. E. Raymond
Mr. L. Beckinghuis	Mr. S. H. Leavitt	Mr. A. Gallotti	Mr. B. Riodel
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Mr. & Mrs. C. W. Beswick	Mr. J. Conway Long	Mr. I. Gougey	Mrs. Schenk
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Hon. Alice Brand	Miss	Mrs. J. M. Grout	Mrs. Seymour
Mr. & Mrs. W. V. Bryan	Miss M. Matheson	Mr. J. Graham	Dr. & Mrs. G. G. Shelton
Mr. V. Bues	Mrs. R. T. Matheson	Mr. P. O. de Grisiogono	Mr. J. C. Sibley
Mr. A. P. Dungey	Miss Marr	Mr. & Mrs. W. A. Hannibal	Mr. F. Smyth
Mr. A. J. Cambridge	Dr. G. Marriott		Mr. A. B. Sorensen
Mrs. Smollett Campbell	Mr. & Mrs. G. Maric	HE & LADY von	Miss A. Spence
Miss Campbell	Mrs. Gordon Macdonald	Hastings	Mrs. Stirling
Mrs. J. D. Champlin	Mr. Collin Macdonald	Hon. Mr. A. Stewart	Mr. & Mrs. L. Stross
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Master D'Almada	Mr. Meyer	Mr. & Mrs. H. F. Hickman	Mrs. J. P. J. Wain
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Mr. E. G. Davis	Mr. Sidney Morgan	Mr. J. W. Lee-Jones	Mr. F. Young
Mr. & Mrs. E. C. Davis	Mr. & Mrs. J. Morris	Capt. W. E. Kent	
Miss H. Davis	Mr. O. T. Nitzschmann		
Mr. & Mrs. J. H. Dollar	Mr. R. M. Nitzschmann		
and infant	Mr. S. H. Noron		
Mrs. Domville	Miss G. O'Leary		
Mr. E. H. Douglas	Mr. C. A. O'Neill		
Mr. D. S. Douglas	Mr. E. L. Parson		
Mrs. J. M. Doyle	Mr. F. A. Perry		
Mr. J. Duncan	Mr. A. Petersen		
Mrs. Dutton and child	Mr. & Mrs. S. G. Phelps		
Mr. & Mrs. H. C. Ehrenfels	Mr. C. Polhill		
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Hongkong, 2nd March, 1914.



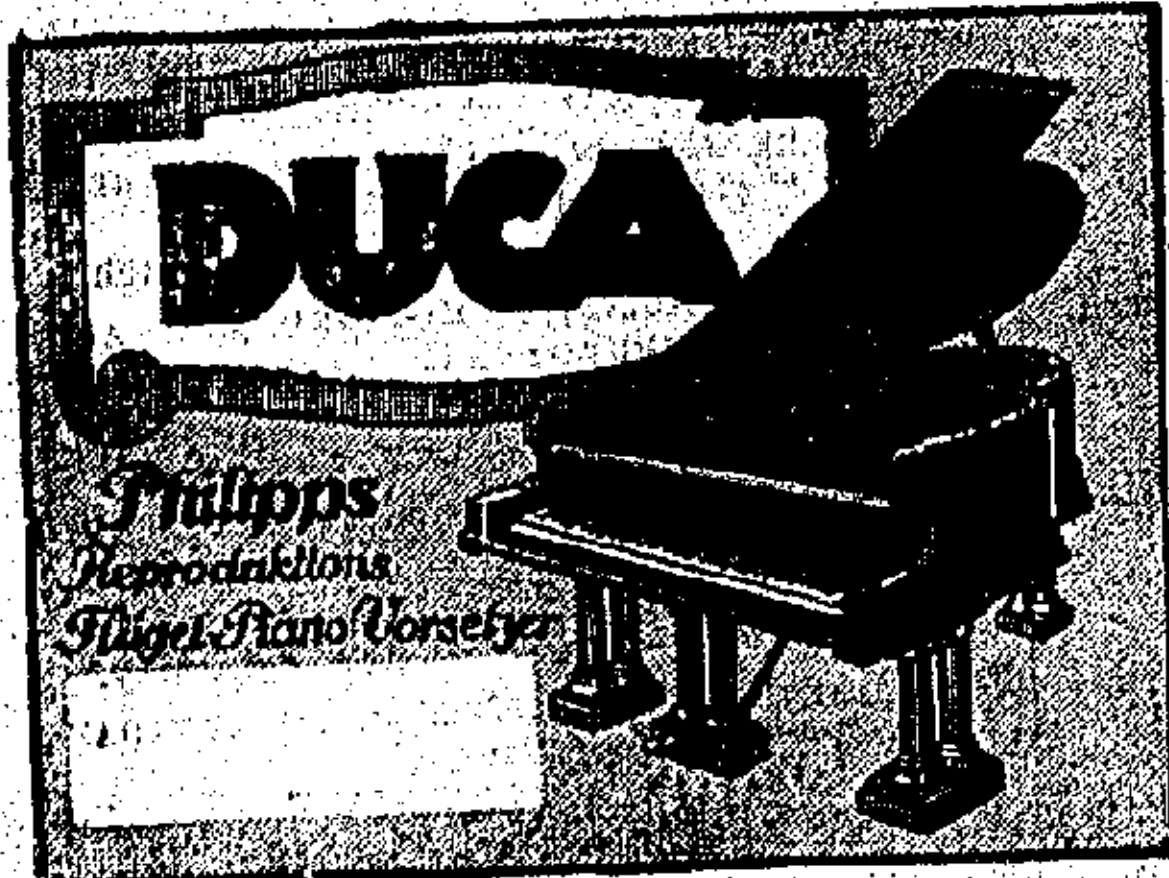
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HONGKONG.

Hongkong, 2nd March, 1914.



GENERAL AGENT—

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HONGKONG.

Hongkong, 2nd March, 1914.

POST OFFICE NOTICE.

The *Liangchow*, with the MAIL FROM LONDON (via Siberia) of Saturday, the 14th ult., is due to arrive here to-day.
The *Kumano Maru*, with the AMERICAN MAIL ex Manchuria, is due to arrive here on Monday, the 9th inst.

FOR	PER	DATE
Swatow, Amoy and Foochow	<i>Baitan</i>	Friday, 6th, 10.00 A.M.
*Japan via *Mojji via *San Francisco	<i>Shoda Fuguro</i>	Friday, 6th, 11.00 A.M.
*Japan via *Mojji	<i>Amoyan Maru</i>	Friday, 6th, 11.00 A.M.
*Straits and India via Calcutta	<i>Suzung</i>	Friday, 6th, 2.00 P.M.
*Straits and Ceylon	<i>Ceylon Maru</i>	Friday, 6th, 4.00 P.M.
*Straits, Borneo and India via *Calcutta	<i>Kinta</i>	Friday, 6th, 5.00 P.M.
*Shanghai, North China and *Japan via *Mojji	<i>Radnorshire</i>	Saturday, 7th, 10.00 A.M.
*Shanghai and *North China		Saturday, 7th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via		Registration 10.00 A.M.
NAGASAKI, HONOLULU, UNITED STATES		(Registration with late fee of 10 cents up to 10.45 A.M.)
and SOUTH AMERICA, CANADA		Registration Kowloon
via SAN FRANCISCO	<i>Chiyo Maru</i>	B.O. at 9.30 A.M.
EUROPE via SIBERIA		Letters 11.00 A.M.
[To make connection with the Dalny steamer		
leaving Shanghai on Wednesday, the 11th		
inst., at 10 A.M.]		
*Philippine Islands	<i>Yuenang</i>	Saturday, 7th, 1.00 P.M.
*Jerselton, Kudat and Sandakan	<i>Borneo</i>	Saturday, 7th, 5.00 P.M.
*Swatow, Taichow, Weihaiwei, and [Tientsin	<i>Chongshing</i>	Saturday, 7th, 6.00 P.M.
*Japan via *Yokohama	<i>Yaching</i>	Saturday, 7th, 5.00 P.M.
SHANGHAI, NORTH CHINA and		
TSINGTAU	<i>Chenan</i>	Saturday, 7th, 5.00 P.M.
[To make connection with the Tanpa train		
leaving Shanghai on Thursday, the 12th		
inst., at 8 P.M.]		
Swatow, Amoy and Foochow	<i>Haimun</i>	Sunday, 8th, 9.00 A.M.
*Swatow, *Chofoo and *Tientsin	<i>Huichow</i>	Monday, 9th, 2.00 P.M.
Shanghai, North China, *Japan via *Mojji	<i>Sado Maru</i>	Tuesday, 10th, 10.00 A.M.
*Victoria, B.C. and Seattle		Tuesday, 10th, 10.00 A.M.
Swatow, Amoy and Foochow	<i>Haiyang</i>	Tuesday, 10th, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE,		
WESTERN AUSTRALIA, INDIA, ADELAIDE,		
EGYPT and EUROPE via BRINDISI		
(Late Letters 11 to Noon, Extra		
postage 10 cents).		
(Letters posted in all the Pillar Boxes		
in time for the first clearance will be		
included in this contract mail)		
Straits and India via Calcutta	<i>Laiyang</i>	Tuesday, 10th, 1.00 P.M.
*Shanghai and *North China	<i>Liangchow</i>	Tuesday, 10th, 5.00 P.M.
*Philippine Islands	<i>Taming</i>	Tuesday, 10th, 5.00 P.M.
*Shanghai and *North China	<i>Kwangong</i>	Tuesday, 10th, 5.00 P.M.
*Shanghai and *North China	<i>Wosang</i>	Tuesday, 10th, 5.00 P.M.
*Straits and Ceylon	<i>Amoyan Maru</i>	Wednesday, 11th, 9.00 A.M.
Swatow, Amoy and Foochow	<i>Haimun</i>	Wednesday, 11th, 10.00 A.M.
*Japan via Nagasaki	<i>Tango Maru</i>	Wednesday, 11th, 10.00 A.M.
Philippine Is., Australia, Tasmania and New		Wednesday, 11th, 10.00 A.M.
Zealand via Thursday Island	<i>Kumano Maru</i>	Wednesday, 11th, 10.00 A.M.
*Shanghai and *North China	<i>Choyang</i>	Thursday, 12th, 10.00 A.M.
*Japan via Mojji	<i>Banri Maru</i>	Thursday, 12th, 3.00 P.M.
*Shanghai and *North China	<i>Luchow</i>	Friday, 13th, 10.00 A.M.
Swatow, Amoy and Foochow	<i>Haiyang</i>	Friday, 13th, 3.00 P.M.
Philippine Islands	<i>Eubi</i>	Saturday, 14th, 10.00 A.M.
PHILIPPINE ISLANDS, JAPAN via		
NAGASAKI, HONOLULU, *JINTEU		
SEATTLE, *SOUTH AMERICA and CANADA		
via *SAN FRANCISCO	<i>China</i>	Registration 10.00 A.M.
		(Registration with late fee of 10 cents up to 10.30 A.M.)
		Registration Kowloon
		B.O. at 9.30 A.M.
		Letters 11.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE,		
WESTERN AUSTRALIA, INDIA, ADELAIDE,		
EGYPT and EUROPE via BRINDISI		
(Late Letters 11.00 to Noon, Extra		
Postage 10 cents).		
(Supplementary mail on board up to the		
time fixed for departure of the mail,		
Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes		
in time for the first clearance will be		
included in this contract mail)		
The Parcel mail will be closed		
on Friday, the 13th inst., at 5 P.M.		
Philippine Islands	<i>Loonyang</i>	Saturday, 14th, 1.00 P.M.

* Specially superscribed correspondence only.

COMMERCIAL.

CLOSING QUOTATIONS.
March 5th.

On LONDON	111 1/2
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credits, at 4 months' sight	111 1/2
Documentary Bill 4 months' sight	111 1/2
On PARI	245
Bank Bill, on demand	245
Credits, at 4 months' sight	248
On GERMANY	197
On demand	197
On NEW YORK	463
Bank Bills, on demand	463
Credits, at 60 days' sight	473
On BOMBAY	144
Telegraphic Transfer	144
Bank, on demand	144
On CALCUTTA	144
Telegraphic Transfer	144
Bank, on demand	144
On SHANGHAI	73 1/2
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
On YOKOHAMA	94 1/2
On demand	94 1/2
On MANILA	94 1/2
On demand	94 1/2
On SINGAPORE	94 1/2
On demand	94 1/2
On BATAVIA	110
On demand	110
On HAIKONG	13 1/2
On demand	13 1/2
On SAIGON	13 1/2
On demand	13 1/2
On BANGKOK	13 1/2
On demand	13 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.35
GOLD DOLLAR, 100 fine, per tael	\$54.40
BANK SILVER, per oz.	26 1/2

SUBSIDIARY COINS.
per cent.

Hongkong	20 cents pieces	\$ 3.70 discount
Hongkong	10 "	\$ 6.90 "

MAILS VIA SIBERIA.
London 14th. Shanghai 2nd.

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SHARE LIST—QUOTATIONS.

HONGKONG, 5TH MARCH, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTA- TIONS CASH.	ON BASIS OF LAST DIV'D.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$131 1/2, buyers	5 1/2 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$11, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4 1/2, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9 1/2, buyers	7 1/2 p.c.
COTTON MILLS.					
Ewo Cotton Spinning & Weaving Co., Ltd.	80,000	Tls. 50	all	Tls. 132	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9, sellers	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$8, buyers	5 p.c.
DOCKS AND WHARVES.					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$55 1/2, buyers	5 p.c.
H'kong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$75, sellers	3 p.c.
New Amoy Dock Co., Limited	10,000	\$63	all	\$64	7 1/2 p.c.
S'hai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 59, sellers	
S'hai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 100	
Green Island Cement Co., Limited	400,000	\$10	all	\$5.25, buyers	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$4, sellers	5 p.c.
Hongkong Hotel Company Limited	20,000	\$50	all	\$122 1/2, buyers	5 p.c.
Manila Metropole Hotel, Limited	15,000	P. 10	all	P. 23 1/2, sellers	5 1/2 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$25 1/2, sellers	9 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	50,000	\$10	all	\$8 1/2	
H'kong & South China Steam Fishery Co., Ltd.	15,000	\$5	all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5/4	all	6/-, sales 7/9, buyers	
INSURANCES.					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$23 1/2, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$157 1/2, sellers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$235, sellers	7 1/2 p.c.
Hongkong Marine Insurance Co., Limited	10,000	\$15	\$5	Tls. 133, buyers	
North China Insurance Co., Limited	12,400	\$250	\$100	\$245	6 1/2 p.c.
Union Insurance Society, Limited	12,000	\$100	\$60	\$197 1/2, buyers	6 1/2 p.c.
Yongtze Insurance Association, Ltd.	12,000	\$100	\$60	\$197 1/2, buyers	6 1/2 p.c.
LANDS AND BUILDINGS.					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$112	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Hongkong Land Reclamation Co., Ltd.	150,000	\$10	all	\$8 1/2, sellers	5 1/2 p.c.
Humphreys' Estate and Finance Co., Ltd.	4,000	\$50	\$30	\$44, buyers	7 p.c.
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	all	Tls. 91	
Shanghai Land Investment Co., Ltd.	12,500	\$50	all	\$68, buyers	5 1/2 p.c.
West Point Building Co., Limited	25,000	Gds. 10	all	Tls. 56, buyers	
MARINE.					
Landbow exploitade in Langkat	1,000,000	\$2	all	40/-	
MISCELLANEOUS.					
Chinese Engineering and M. Co., Ltd.	822,000	\$2	all	2/6	
Heavord Tin and Rubber Estate, Ltd.	200,000	\$2	all	\$5, buyers	
Royal Australian Gold Mining Co., Ltd.	160,000	\$10 1/2	all	\$13 1/2, buyers	7 1/2 p.c.
Tromps Mines, Limited	25,000	\$10 1/2	all	\$10 1/2	
Peak Tramways Co., Limited	50,000	\$10 1/2	all	\$9 3/4, sellers	
Philippine Co., Limited	75,000	\$10 1/2	all	\$5	
Palace et Papeteries du Tonkin Societe de	15,200	\$50	all	\$20, sellers	
REFINERIES.					
China Sugar Refining Co., Limited	20,000	\$100	all	\$95, buyers	3 p.c.
Lunson Sugar Refining Co., Limited	7,000	\$100	all	\$81, sellers	
STEAMSHIP COMPANIES.					
China and Malacca Steamship Co., Ltd.	30,000	\$25	all	\$24	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$29, sellers	7 1/2 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$7 1/4, buyers	6 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$25	all	\$27.10	3 1/2 p.c.
Shell Transport & Trading Co., Ltd.	60,000 dec.	\$21	all	\$20 1/2, buyers	
Star Ferry Company, Limited	2,500,000	\$10	all	\$13	
South China Morning Post, Limited	40,000	\$25	all	\$20, sal. & sel.	
Steam Laundry Company, Limited	6,000	\$5	all	\$4 1/2, sellers	
STORES AND DISPENSARIES.					
Powell, Wm., Limited	15,000	\$7	all	\$9, sellers	4 p.c.
Watson & Co., A. S. Limited	90,000	\$10	all	\$7 1/2, sellers	
Union Waterboat Co., Limited	50,000	\$10	all	\$20, sellers	5 1/2 p.c.

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Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

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FORTHCOMING EVENTS.

Wednesday, 11th Mar.—Gymbhus Club
Annual General Meeting at the Rooms of
the Hongkong Jockey Club.
Saturday, 14th Mar.—Devonian Society Annual Dinner at
8 p.m.—the Hongkong Hotel.
Thursday, 18th Mar.—
Noon—The China Fire Insurance Co., Ltd.,
Meeting of Shareholders.
12.30 p.m.—Hongkong Fire Insurance Co.,
Ltd., Meeting of Shareholders.

ON SALE.

MAIL TABLES FOR 1914.

Shows the dates of departure of the Mails
of Europe and America, and the dates of their
expected arrival at their destinations, as well
as the dates of return Mails.

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